

Volume 51

MUST SWEAR TO NEED OF AID

Charity Applicants to Face
New Welfare System
Today

OVERSEERS RESENT "RACKET" CHARGES

The overseers of the public welfare will inaugurate this afternoon the new system of compelling all applicants for unemployment relief to swear to specific statements relating to the lack of funds and urgency of their need of relief.

Payments which have been made in accordance with the list of 4700 families and individuals will not be summarily stopped, but before assistance is granted, either in the form of cash or in orders for groceries and provisions, the recipient must file a sworn statement which will be the basis for arrest for perjury if investigation reveals fraud.

The introduction of the new system is expected to result in an immediate, substantial reduction in the number of cases on the unemployment relief list.

In advance of the change in policy, which was ordered by Mayor Curley after abuses discovered by the finance commission and his own personal investigator, the overseers yesterday issued a statement in which they virtually challenged the charges of racketeering.

Admitting that the facilities of the department have been overtaxed, the overseers defended the management and stressed their claim to the attainment of efficiency under a complexity of adverse conditions.

"In the sensational report that has recently been published," they asserted, "as to the abuse of the city's charity, racketeering has been stressed. An examination as to the method of compilation of the weekly aid budget is sufficient answer to this charge, since it would prove a most impossible and unprofitable venture. With a view to providing a better system of follow-up in the case of applicants for aid, the investigating force has been doubled and 20 trained assistants have been loaned by private societies to the department.

"Every reasonable check that it has been possible to provide for the protection of the city has been utilized; the more recent innovation being a check system under which any person receiving aid is required to report to the public welfare department central office, each day of the week at a time designated by the department. It is obvious that a person employed and receiving aid would find it extremely difficult, if not impossible to comply with this requirement which makes close contact and a higher order of supervision possible.

"The board desires to express its confidence in the efficiency and integrity of its visitors and employees and to state that to meet the situation during the past six months, not only the paid employees, but the board of public welfare who serve gratis, have worked faithfully, not only during the day but late into the night, to meet a situation that they pray God will never again be visited on the American people."

CURLEY DENOUNCES B. & M. ABATEMENTS

Will Contest Favorable Action
On 1928 Petition

Mayor Curley intimated yesterday that favorable action by the state board of tax appeals on the petition of the Boston & Maine railroad for a minimum abatement of \$1,000,000 in the 1928 valuation assessment will be challenged in all available courts.

Characterizing the Boston & Maine issue as "a notorious case," the mayor declared that during the administration of ex-Mayor Nichols abatements aggregating \$10,000,000 had been allowed the Boston & Maine, and he described the succession of abatements as "having every appearance of being a similar form of racketeering to that which brought about the financial debacle in Chicago."

Of the claim of abatements of \$100,000,000 which awaited action when he took office in January, 1930, the mayor said that most have been equitably settled, but that the cases which are pending before the board of tax appeals represent those which could not be settled on a basis of equity to the taxpayer and the city.

After addressing the assistant assessors, preliminary to the start today of their annual reappraisal of property, Mayor Curley announced that the most optimistic view could not predict a valuation increase of more than \$20,000,000 in contrast with a normal annual rise of \$40,000,000.

He declared emphatically that increases of valuation of residential property will not be made because there is no justification for any upward revision but he indicated that some increase may be made in the vicinity of community centres which have been developed during the past year.

ROURKE DISBANDS HIS POLICE FORCE

Demobilizes "Specials" in Lieu
Of Fingerprinting for
Hultman

Commissioner of Public Works Joseph A. Rourke has demobilized his private police force of 150 special officers as a result of the insistence of Police Commissioner Hultman that all special policemen must be photographed and finger-printed.

"Why should my men be mugged and finger-printed?" asked Rourke, when he was invited to reveal his objections to compliance with the Hultman order.

"None of them ever made a pinch," added Rourke, "so why call them policemen? I'll give them department of public works badges and they can scare people just as easily with these as they can with the police department badges."

CURLEY RESUMES FIGHT FOR BILLS

Invites City Officials and
Legislators to Conference

Municipal department heads will explain to Boston members of the Legislature, tomorrow, the importance of the legislation which Mayor Curley is seeking this year, pertaining to proposed public improvements. The Curley gasoline tax distribution bill will be the predominant topic of discussion.

In adopting the unprecedented policy of inviting the legislators to confer with the city council and department heads, Mayor Curley resorted to a new method of enlisting support for bills which face rejection at the State House.

The conference will be held in the city council chamber at 12:30. Discussion, it was announced by the mayor, will be restricted to pending legislation affecting Boston.

Department heads will be called on to outline the necessity of the enactment of pending bills and the information which they will furnish is intended to supply senators and representatives with arguments and facts to combat either adverse committee reports or to hasten the enactment of bills which have been approved by committees.

CURLEY WINES REGRETS TO NOTRE DAME HEAD

Mayor Curley yesterday sent the following telegram of sympathy to Rev. Charles Leo O'Donnell, president of the University of Notre Dame, upon news of the death of Knute Rockne:

"Dear Pres O'Donnell—I pray you will extend to the members of the faculty of the University of Notre Dame and the undergraduates, profound expression of my sympathy and sorrow in the sad and pathetic death of Coach Knute Rockne.

"He was for many years the master mind of American football and gave to the University of Notre Dame a superior type of sportsmanship which has never been approached in the history of the famous game. In my judgment, Mr. Rockne did more to inspire the youth of America with the sense of good sportsmanship in the field of athletics than any other man who has been associated with our colleges and universities.

"His was a spirit of fair contest and the finest consideration for the welfare of his opponents. As one of the great admirers of Mr. Rockne it is an honor to pay tribute to his memory."

GLOBE 4/1/31

TRANSCRIPT 4/1/31

Curley Continues Fight for Bills

Mayor Curley has called a meeting of the Boston members of both branches of the Legislature, together with the City Council and his cabinet, for tomorrow noon at City Hall, to organize support for his bills affecting municipal improvements.

At the meeting of the mayors and selectmen a couple of days ago at the City Club the chief executives agreed to confer with their local legislators to secure passage of Senate bill 47, which would provide the cities and towns with about \$5,000,000 from gas tax receipts, to build streets.

In Senate bill 47, he recommended that half of the receipts of the present two-cent gas tax be turned over by the State to the cities and towns for the construction of highways, so that they might use their usual highway appropriations for the relief of the poor and unemployed.

City at Work in Tuberculosis Area

In announcing approval of the plans of the public works department to construct a sewer for \$15,800 in the alley between Sawyer and Lenox streets, Roxbury, Mayor Curley declared that he was much interested in the complete plans for safeguarding, as much as possible, the health of the people living in the block which is said to have the greatest mortality rate for tuberculosis for any similar district in the country.

The campaign for widening the alley in the rear of the block was started by the Boston Tuberculosis Association. For years filth of all kinds had been deposited there and the only way to remove it was by wheelbarrow. With a widened alley the city teams will be able to keep it clean. The improvements will cost \$28,000.

TRAVELER 4/1/31 \$28,000 TO BE SPENT ON SO. END ALLEY

Mayor Curley today approved the expenditure of \$15,880 for sewerage equipment in a public alley between Sawyer and Lenox streets, South end.

The mayor has been told that in this particular block there has been more tuberculosis cases than in any similar district in the city, and it has been attributed largely to the fact that the alleyway is so narrow that refuse and garbage carts cannot enter. The mayor will spend about \$28,000 to widen the alley and put in a sewer. This action is the result of a campaign waged by the Boston Tuberculosis Association.

The mayor today also approved the laying out of Abbott street, Alameda road and Martin street, all in West Roxbury.

AMERICAN 4/1/31

Mayor Curley Says:

"A home without children is like a flower without fragrance; pleasing to the eye alone."

TRAVELER 4/1/31

Mayor Calls Meeting of Boston Solons

For the first time Mayor Curley has called a meeting of the Boston members of both branches of the Legislature, together with the city council and his cabinet for tomorrow noon at City Hall, to organize support for his bills affecting municipal improvements.

At the meeting of the mayors and selectmen a couple of days ago at the City Club the chief executives agreed to confer with their local legislators to secure passage of Senate bill 47, which would provide the cities and towns with about \$5,000,000 from gas tax receipts, to build streets.

City to Re-register Those Getting Dole

Re-registration under oath of persons receiving aid from the city will probably start tomorrow morning, Secretary Walter V. McCarthy of the public welfare department said today. He expects it will take between two and three weeks.

The overseers are to meet this afternoon to plan the details of the re-registration, which was decided upon by Mayor Curley after disclosures by the Finance Commission that numerous persons had obtained jobs since being placed on the relief list.

TRAVELER 4/1/31 Here Is Mayor Curley's Aphorism for Today

Mayor Curley's aphorism for today:

"A home without children is like a flower without fragrance, pleasing to the eye alone."

MAYOR ATTENDS HANNON RITES

Funeral services for Miss Emily G. Hannon, sister of Mrs. John F. Fitzgerald, were held today at the home of former Mayor Fitzgerald, at 39 Welles avenue, Dorchester. Solemn high mass of requiem was celebrated at 10:30 at St. Mark's Church, Dorchester avenue, by the Rev. Patrick J. Lydon.

The Rev. Augustine C. Dalton was deacon and the Rev. Francis V. Cummings sub-deacon. Seated within the sanctuary were the Rev. William F. Toohig, pastor of St. Brendan's Church; the Rev. Francis V. Murphy of St. Stephen's; the Rev. Michael Welch of St. Patrick's Lynn, and the Rev. Edward McLaughlin of St. Mary's Church, Randolph.

Among those present were Mayor Curley and daughter Mary, Judge Richard M. Walsh of the Dorchester court and former Fire Commissioner Glynn. Mrs. Edward H. Sullivan was organist and in charge of the music.

The bearers were Joseph Gardner, John F. Fitzgerald, Jr., Henry Fitzgerald, Jr., Thomas Fitzgerald, Robert Gill and Frederick Fitzgerald.

Interment was in St. Bernard's cemetery, Concord.

Favor \$5,000,000 Suffolk Court House Addition

Proposition Is Opposed, However, by Corporation Counsel Silverman

Plans for an addition to the Suffolk County Courthouse were discussed in detail today before the Senate Ways and Means Committee at a hearing on the bill providing for appointment of a special commission to provide additional court house accommodations and facilities for the courts and other officials of Suffolk County.

Suggestions were made that this addition extend from the present court house down Somerset street, across Howard street to Cambridge street. This type of addition was favored by President George R. Nutter of the Boston Bar Association; Charles S. Rackemann, Register of Probate Arthur W. Sullivan, Register of Deeds William T. A. Fitzgerald, W. D. Adden, architect, and Frank W. Grinnell. According to the proposition as outlined in the bill this structure would cost about \$5,000,000, and the cost would be borne on a basis of 65 per cent by the county, and 35 per cent by the State.

Corporation Counsel Samuel Silverman entered opposition to this phase, declaring that the city of Boston can build a court house suitable for the needs of the county for \$1,000,000 or slightly more. He declared the State should provide the appropriation for an addition to accommodate the State courts. He said he had no opposition if the State desired to build the annex as proposed and pay for the construction. Mr. Silverman admitted that there is great need for more space to relieve congestion in the court house. He felt that the Registry of Deeds and the Registry of Probate were unduly crowded.

Mr. Rackemann and Mr. Nutter emphasized the immediate necessity of enlarging the courthouse and improving the facilities. They pointed out the growth in court business and how this, with the confined quarters, has produced a congestion that is intolerable.

Register of Probate Sullivan told of the conditions as they affect his department; there are no ante-rooms for consultations or witnesses and if a lawyer wishes to confer with his client he has to go out in the corridors. He told also of the difficulty in finding space for the records and files.

Register of Deeds Fitzgerald said the situation was intolerable and that those who wish to examine titles and conduct other business in his registry have to do so under the most trying circumstances. He pointed out how his branch is continually growing and as it does he has to have space for records and files and this cuts down the space available for the conduct of business.

Mr. Grinnell cited figures to show the enormous increase of business in the Suffolk County courthouse and declared that the proposed addition was one that looked forward to future expansion by at least

twenty-five years. Other proponents expressed the opinion that the addition would care for growth during the next forty years at least. Attorney Michael H. Sullivan of Boston thought that 30 per cent of the cost was quite low for the State to contribute to the addition.

Figures were presented to the committee to show the amount of State business conducted in Suffolk County in comparison with other counties, by Chairman Charles P. Howard of the Commission on State Administration and Finance. He believed in the addition but indicated that 35 per cent was a high figure for the State to pay in comparison with its business in Suffolk County.

For Tunnel Under Boston as Rail Link

**Transportation Committee of
Legislature Favors the
Proposition**

May Report Bill

**Link Between North and South
Stations — Good Chance for
Trackless Trolley**

By Bernard Peterson

It seems highly probable, to those conversant with the drift of the discussion, that the legislative Committee on Transportation will report a bill that will be a real step toward the construction of a new tunnel under Boston to connect North Station with South Station. More accurately, perhaps, it will be to connect the Boston & Maine railroad with the New York, New Haven & Hartford and the Boston & Albany railroads, so as to afford unbroken passage through Boston for people destined from one side of the city to the other.

There are fifteen members on this committee, and they are in substantial accord that the time has come for serious consideration of that problem. Senator Brodline of Revere is the Senate chairman and Representative Hansen of Waltham the House chairman, Representative Pehrson of Gardner serving as clerk. The other members are Senators Moran of Mansfield, Keith of Brockton and Finnegan of Boston. Representatives Kelley of North Attleboro, Erickson of Worcester, Thomas of Quincy, Estabrook of Haverhill, Hathaway of Fall River, Kelly of Worcester, Nestor of Lowell, Welsh and Lee of Boston. The city of Boston has three members on the committee.

Of the many issues that are before this committee a few have been disposed of already, and the idea of a connecting tunnel under Boston has been gathering support as argument and evidence in favor of it have piled up on top of the many studies that have been made unofficially in previous years, and the com-

mittee is convinced that justification exists for moving toward electrification of the railroads serving Boston, connecting the roads by means of an electrified tunnel under the city.

In its study of the problem the committee has had access to the plans Charles S. Mellen produced for linking the Boston & Maine and New Haven roads when he was president of both companies. That was an ambitious thought at the time, far ahead of the possibility of realization; but in view of the present conception of transportation development, on large scale, it seems to committee members to be well within the lines of conservative undertakings today.

Study by Transit Department

The committee is not going into the details of route and construction, and by favoring the general idea of such a tunnel, is not indicating any attitude on the bills concerning consolidation of the New England railroads, or trunkline plans, but it thinks well of the suggestion that such a tunnel might at the outset be operated jointly by the different railroads regardless of corporate affiliations. Of the several measures before it the one offered by L. Henry Kunhardt, Senate Bill 281, has received most favorable consideration as being the most logical step to take at the beginning. This bill, or resolve, places the matter definitely in the hands of the Boston Transit Department, with an appropriation, for a study of the desirability of the construction of such a tunnel, ample for passengers, freight and express matter. By such a study, plans, estimates of cost and recommendations would be made available to guide the legislature in further action.

Another matter on which the committee may make a favorable report is that of trackless trolley lines. This has never before been taken very seriously on Beacon Hill, though the matter has been heard before, but this time the Boston Elevated Railway Company is sponsoring the proposition and is willing to give the trackless trolley a trial. Of course it cannot be tried legally without some new legislation, as there is a question whether it should be operated as a street railway car under the street railway laws, or as a bus under the motor bus laws. The committee itself is in doubt as to what laws should govern the operation of such cars, and if that issue could be cleared up satisfactorily, and if it can be convinced that the new agency of transportation is flexible enough to avoid additional congestion hazards in the highways, it is prepared to report a bill allowing the introduction of the trackless trolley in Boston.

Trackless trolleys were talked of in the period when street transportation began its transformation from the electric car to the motor bus, it being regarded as a happy medium that might find a field here.

For a while the trackless trolley seemed so outdistanced by the motor bus that it almost passed out of the picture, but in more recent years it has been gaining favor, especially in the Western cities which it is developing to a considerable extent. It is coming into favor, and is a successful operation as far East as New Jersey, because of its promising element of economy. It can be made to use the former street railway lines where the overhead wires have not been removed, though the rails are gone, and on any line there would be only the overhead wires to maintain and the street would be free from rails. Motive power would be cheaper, it is believed, when taken in the form of electricity from an overhead transmission line, than when produced by gasoline motors on the cars. In some phases of operation the committee members are still in doubt.

HERALD 4/1/31

AT THE OLD STATE HOUSE

Placing explanatory tablets on the outside walls of the old State House undoubtedly seems to many good Bostonians like painting the lily. As the building is history itself, why try to write history on it? But there are many more citizens, in addition to visitors from other cities, who do not know so much about the old building. They understand in a vague way that it dates back to colonial times, that it was the seat of the old provincial government, and that somebody probably thundered the Declaration of Independence from the tiny balcony. They would be pleased to read a tablet or two which would tell them in a few, accurate words the chief facts in the building's long history. Certainly such inscriptions would increase their appreciation of it, not lessen it.

Many Americans on their first visit to Westminster Abbey, England's most sacred spot, are dismayed by the heterogeneous collection of tablets and markings. They detract from the dignity and beauty of the church itself. But, wandering among the aisles and reading the brief messages, persons come to realize that they are seeing something greater than the Abbey. They are reading the story of a nation. We should not take our bricks and mortar of the old State House too seriously. We should remember that the story told is of more importance than the building where it is told.

EVENING PARKING

The news that the traffic commissioners have decided to permit parking on all down town streets, with a few exceptions, from 6 P. M. to 1 A. M., was likely to provoke the comment, "Well, I thought they always did!" In short, the commission is legitimizing a practice that has been going on illegally for years.

There is no sound reason, however, why it should not take this action. Traffic, once the 5 o'clock rush is over, is much lighter in the evening, and the need for providing all possible space for moving vehicles no longer exists. Most motorists, moreover, who drive into town evenings are on pleasure bent, either at the theatres, clubs, or at social affairs, and they like to park near their destination. Whether evening parking should be permitted on both sides of narrow, one-way streets, thus substantially increasing the fire hazard, is a decision which the commission will have to make. But, whatever it is, the public should be informed by suitable signs where "evening privileges" apply and where they do not.

This concession raises one important phase of the whole problem of enforcing traffic regulations. It is futile to establish rules which are not enforced, and seem unreasonable to the majority of automobilists. The wisest course is to concentrate on the enforcement of a few rules and to abolish those which are generally ignored. The traffic commission, in authorizing evening parking, is making a commendable step in this direction.

POST 4/1/31

MAYOR CALLS HUB SOLONS

Meeting to Discuss Boston Improvement Bills

For the first time Mayor Curley has called a meeting of the Boston members of both branches of the Legislature, together with the City Council and his Cabinet for tomorrow noon at City Hall, to organize support for his bills affecting municipal improvements.

At the meeting of the Mayors and Selectmen a couple of days ago at the City Club the chief executives agreed to confer with their local legislators to secure passage of Senate bill 47, which would provide the cities and towns with about \$5,000,000 from gas tax receipts, to build streets.

In Senate bill 47, he recommended that half of the receipts of the present two-cent gas tax be turned over by the State to the cities and towns for the construction of highways, so that they might use their usual highway appropriations for the relief of the poor and unemployed.

CLOSE PART OF GOVERNOR SQ.

Traffic Ban Because of Subway Work

In an emergency order issued last night at the request of Colonel Thomas F. Sullivan, chairman of the Transit Commission, Commonwealth avenue on the north side, between Charlesgate East and Beacon street, was closed to traffic for a period of three months by Traffic Commissioner Conry, because of the subway construction going on in Governor square.

Commissioner Conry requests motorists to avoid as far as possible entering or leaving the city by Governor square until the subway is completed. He points out that motorists coming into the city on Beacon street can leave Beacon street at Coolidge Corner, and proceed along Longwood avenue to Huntington, or Brookline avenue to Ipswich street.

Those coming in on Commonwealth avenue, he said, can cross Cottage Farm bridge, go along Cambridge Embankment road and enter the city by way of Cambridge street.

The emergency order will make it necessary for vehicles leaving Boston via Commonwealth avenue, to detour a Charlesgate East to Beacon street, or Bay State road. The commissioner requests that motorists formerly using Commonwealth avenue and Charlesgate West, to enter the Fenway and point beyond to use some roadway other than Commonwealth avenue.

The second order closing a part of Beacon street between St. Mary's street and Audubon road, for a similar length of time, was also issued. Both orders will go into effect this morning.

RECORD 4/1/31

Mayor Warns He Will Fight 'Tax Racket'

Mayor Curley will fight any attempt to create in this city the "tax abatement racket" which caused the recent financial debacle in Chicago, he announced yesterday.

The Mayor issued this warning at a meeting of the assessors of the city in City Hall. The meeting is an annual affair and is always held on the day before the assessors begin their yearly task of reassessing all real estate in the community.

Claims for real estate abatement totaling \$100,000,000 which were pending for a long time were rejected during the past year, the Mayor told the assessors, and it is his intention that there be no further abuses of this system.

One instance cited by the mayor is a claim of the Boston & Maine Railroad for an abatement of \$1,000,000 on their taxable property.

"This matter will not receive my approval," the mayor said. "During the previous city administration this railroad received abatements totalling \$10,000,000 in a period of four years. Such a thing will not happen during this administration."

Mayor Curley also revealed that there has been a decrease of 50 per cent in the normal annual increase of taxable property in this city. Where in other years \$40,000,000 in new construction was added to the value of the city, only \$20,000,000 was added during 1930.

Taxes on houses in residential sections of the city will not be increased, the mayor said.

HERALD 4/1/31

BROADCASTS HISTORY OF CITY HOSPITAL

The history of the City Hospital was told by Dr. Henry S. Rowen of the board of trustees, yesterday, in a radio address from the City Hall station of WNAC. It traced the development of the hospital in detail, outlined extensions in progress or contemplated, and Dr. Rowen gave Mayor Curley full credit for the initiating of the movement which has transformed the hospital into a health centre.

As evidence of the remarkable growth, Dr. Rowen compared the number of out-patients, 165,478 in 1920, with 414,706 treated, last year, without any crowding of buildings.

GLOBE 4/1/31

WELFARE OVERSEERS REPLY TO CRITICISM

Say Methods in Use Are
Answer to Charges

Report Force Investigating Claims
for Charity Are Doubled

The Overseers of Public Welfare, in a statement issued yesterday relative to intimations of racketeering in connection with administration of the city's charity funds, declare that examination of the method of weekly aid budget is sufficient answer to the charge.

The statement also says, in part: "With a view to providing a better system of follow-up in the case of applicants for aid, the investigating force has been doubled and 20 trained assistants have been loaned by private societies to the department.

"Every possible and reasonable check has been provided for protec-

tion of the city, among them a check system under which any person receiving aid is required to report to the Public Welfare Department, Central Office, each day of the week, at a time designated by the department.

"It is obvious that a person employed and receiving aid would find it extremely difficult, if not impossible, to comply with this requirement which makes close contact and a higher order of supervision possible.

"Payment of aid to persons owning property has been singled out as a flagrant violation of the custom of aiding the needy. The board desires to state that each individual case has been investigated and the board is of the opinion that a person can be as poor at a time like the present, even though he has an equity in a home, as it is possible for an individual to be without one in times of prosperity."

The board states finally that while believing that such cases should be limited, it also recognizes that "eating mortar or bricks would not be conducive to health of the needy persons."

MAYOR INVITES GOVERNOR TO DOCKING OF SS FRANCE

Mayor Curley called upon Gov Ely yesterday afternoon. At the close of the conference Mayor Curley said he had called to invite the Governor to take part in the ceremonies in connection with the docking in Boston of the steamship France, which is to make its first trip to Boston Saturday. The ship will ply between New York and France, stopping at Boston.

The Mayor said he intends to make the occasion of the ship's arrival a memorable one and hoped the Governor would attend.

Signs \$1200 City Order for Edwards Memorial

Mayor Curley last night approved an order for the expenditure of \$1200 to help defray the expenses of memorial exercises in honor of the late Major General Clarence R. Edwards, wartime commander of the 26th Division, A. E. F., which Yankee Division veterans are to hold in Boston Garden on April 5, next.

CURLEY'S APHORISM HITS INTELLECTUALS ON BIRTH CONTROL

Mayor Curley's aphorism for today:

"Birth control by the intellectuals is surrendering the world to the non-intellectuals, and marks an end of Christian morality and cultural progress in art, science and literature."

LEGISLATORS WILL HEAR BOSTON'S PLEA

To better acquaint the Boston members of the Legislature with the needs of the city so far as impending legislation is concerned, Mayor Curley announced yesterday that he had called a meeting for tomorrow at 12:30 in the Council chamber at City Hall.

This is a new idea and Mayor Curley sees no reason why it should not be beneficial to the interests of the city to have those who are to decide the matters in question hear Boston's arguments first hand. Mayor Curley has arranged to have the various city department heads outline Boston's story to the Legislators.

CURLEY'S APHORISM

Mayor Curley was tardy in announcing his aphorism yesterday, but he came through late in the afternoon with this contribution to his collection:

"Birth control by the intellectuals is surrendering the world to the non-intellectuals and marks an end of Christian morality and cultural progress in art, science and literature."

HERALD 4/1/31

DISBANDS CORPS OF SPECIALS

Rourke Won't Have
His 150 Cops
"Mugged"

Public Works Commissioner Joseph A. Rourke last night, at City Hall, demobilized his special police corps of 150 men, rather than have them "mugged" and finger-printed by Police Commissioner Eugene C. Hultman.

AGAINST RED TAPE

"I have no row with the police department," said the public works commissioner, "though I question their authority to subject these regular city workers to the treatment accorded convicts. The real reason I don't want to bother with all this red tape is that our men evidently don't need to be special policemen, as they have not made a 'pinch' in a decade."

The public works special police corps comprise 150 sanitary inspectors, bridge draw-tenders, ferrymen and foremen who have been annually appointed special policemen without additional salary so that they might have police power in the event that they were required to make an arrest in the course of their duties.

When this year, for the first time, the police department ordered that the men would have to be photographed and finger-printed to receive their special police commissions on April 1, Commissioner Rourke finally decided that they could turn in their special police badges and take out regular public works badges which require no fingerprints or portraits.

"While the men were agreeable," explained Commissioner Rourke, "I saw no reason why they should go out and pay for photographs out of their own pockets. There was no item in the budget to pay for the pictures, and rather than bother with the thing, I felt it best to call our special police off."

POST 4/1/31

POST 4/2/31

HERJLD 4/2/31

SAY CURLEY PLAN INSULT TO ALL VETS

Protest Proposal to Name Civilian for Relief Post

BY WALTER HEINTZ

A storm of protest is being raised by prominent officials of the veterans' organizations to halt Mayor Curley's plan to name a non-veteran to the post of deputy commissioner of soldiers' relief.

The veterans say they are up in arms because George T. Sullivan of Dorchester, a disabled overseas veteran, heads the civil service list of eligibles and Mayor Curley has announced he will appoint the second man on the list, John D. Connors of Roxbury, a non-veteran, former State Representative and leading light in the Tammany Club.

NO ACTION TILL OCTOBER

The Mayor told the Post last night at his home that he has the right to appoint any one of the first three and that he intends to name Connors, the man who is senior in the department.

But he threw a bombshell into the whole affair when he announced that he will not name anyone for the job until October, because no provision was made in this year's budget for a second deputy commissioner.

The present deputy commissioner, Dr. Frederick W. Watkeys of Allston, is a non-veteran, but he is due to retire in October. Until the death of Timothy Kelly, four months ago, there were two deputy commissioners, and the Mayor has now revealed for the first time that, because no provision was made this year for the salary of a second commissioner, he cannot name anyone to the berth now.

Charge Rank Discrimination

The veterans' officials say they are wrathful because Sullivan has once been passed by, and they claim that the appointment of a non-veteran who stands lower on the list would constitute rank discrimination against the men who served in the World war.

They maintain that the Soldiers' Relief is the one department at City Hall which should be managed by veterans and that appointment of another non-veteran to the job would be a virtual insult to the veterans.

The list of those protesting is headed by State Adjutant Dennis H. Havery of the American Legion. Others who have written letters to Mayor Curley on the

subject include Dr. Julian D. Lucas, State commander of the V. F. W.; Richard F. Paul, State commander of the Legion, and Charles Appleton, State commander of the Sons of Union Veterans.

Examination Ordered

Connors lives at 47 Burrell street, Roxbury and Sullivan at 90 Milton avenue, Dorchester. Another veteran, Frank A. Flaherty, of 102 Bellevue street, Dorchester, is third on the civil service list.

After the death of Kelly, Connors was named as the second deputy but the Civil Service Commission ordered an examination be held and a list of eligibles established. Officials of the veterans' organizations say that when the veteran, Sullivan, headed the list, they assumed he would be appointed.

But, they say, they have learned Mayor Curley intends to carry out the original plan and name Connors for the job.

Sullivan, Connors and Flaherty are now connected with the department as investigators and the examination for promotion was limited to men already in the department. In cases of examination for promotion, officials say, veterans preference does not hold as it does on initial appointment to a department.

Passed by in 1925, They Claim

Sullivan was passed by in 1925, when Mayor Curley was in office. He was second on the list at that time and two deputy commissioners were named—Dr. Frederick W. Watkey of Allston, who headed the list and who still holds the office, and Kelly, who was third on the list. Dr. Watkey was a non-veteran but Kelly was a veteran of the Spanish war.

State Adjutant Havery of the Legion, in outlining the position of the veterans in their protest, said last night that his organization is not concerned in the selection of any one man for the job but is interested only in securing justice for all veterans.

POOR RELIEF RULES ADOPTED

4700 Unemployed Cases to to Be Re-registered

At the end of a four-hour session at the charity headquarters, the Board of Overseers of Public Welfare last night adopted the suggestions offered by Mayor Curley and the Finance Commission to prevent jobless fakers from obtaining city aid to which they are not entitled.

At the end of the meeting, which was held at the Chardon street building, Secretary Walter V. McCarthy announced that the board decided to re-register the 4700 unemployed cases and require the applicants to sign affidavits that they are in need. These cases will not be deprived of aid during the period of re-registration, he said.

The board also decided to go back to its old policy of giving 50 per cent of the disbursements in grocery orders instead of all cash. Finally, it decided to put the able-bodied applicants to work with the city forces to help earn their allotments.

MAYOR ATTENDS RITE FOR EMILY G. HANNON

Funeral services for Miss Emily G. Hannon, sister of Mrs. John F. Fitzgerald, were held yesterday at the home of former Mayor Fitzgerald, at 39 Welles avenue, Dorchester. Solemn high mass of requiem was celebrated at 10:30 at St. Mark's Church, Dorchester avenue, by the Rev. Patrick J. Lydon.

The Rev. Augustine C. Dalton was deacon and the Rev. Francis V. Cummings sub-deacon. Seated within the sanctuary were the Rev. William F. Toohig, pastor of St. Brendan's Church, the Rev. Francis V. Murphy of St. Stephen's; the Rev. Michael Welch of St. Patrick's, Lynn, and the Rev. Edward McLaughlin of St. Mary's Church, Randolph.

Among those present were Mayor Curley and daughter Mary, Judge Richard M. Walsh of the Dorchester court and former Fire Commissioner Glynn. Mrs. Edward H. Sullivan was organist and in charge of the music.

The bearers were Joseph Gardner, John F. Fitzgerald, Jr., Henry Fitzgerald, Jr., Thomas Fitzgerald, Robert Gill and Frederick Fitzgerald.

Interment was in St. Bernard's cemetery, Concord.

COUNTY EMPLOYEES' PAY RAISE VETOED

Mayor Points to Refusal to Increase City Workers

Mayor Curley refused yesterday to allow salary increases this year to elective officials and employees of Suffolk county.

His veto of the compensation and classification plan recently approved by the city council and awarding increases aggregating \$75,000 to 800 of the 1067 county workers, embodied the declaration that when financial conditions permit increases to be granted to city employees, similar consideration will be extended to those on county payrolls.

The mayor's disapproval of the compensation plan had been discounted and the city council was aware of the probable fate of the plan when increases in excess of the sums recommended by Budget Commissioner Charles F. Fox were approved.

In his veto message the mayor stressed his deliberate failure to comment upon the Fox plan when it was forwarded to the council in December and asserted that though the council was justified in assuming that the plan had his tacit approval, changed conditions have forced such drastic retrenchment that the county employees must not expect preferential consideration. Recounting the unpleasant duty of denying salary increases to city employees and in making drastic reductions in departmental appropriations by restricting activities to absolute necessities, the mayor pointed out that no justification existed for approving a county compensation plan which added \$75,000 to the payroll when 11,000 city employees, under control of the mayor, have been denied increased compensation.

AMERICAN 4/2/31

MAYOR WARNS LEGISLATORS TO AID

Support of City Bills Is Urged;
Solons View Talk as
a Threat

With a veiled threat to Boston's members of the Legislature, whom he called before him in the Council chamber at City Hall, Mayor Curley today demanded that they all actively support various measures pending before the House and Senate.

He especially asked support of his bill which would give the cities and towns an extra cent out of the gasoline tax, and said other mayors and selectmen throughout the state would take similar action.

This measure, he said, would cause \$5,000,000 additional to be distributed among the cities and towns this year, of which Boston's share would be \$1,300,000, without which there will be a 60-cent boost in the tax rate.

VIEWED AS THREAT.

He promised to notify the constituents of all who aid, and indicated by inference he would let the constituents of those who failed to assist know about it.

Leaving the meeting room, many of the legislators frankly admitted they viewed this as a threat. None of them took advantage of the mayor's invitation to speak, when he had finished his remarks.

"Find out what the pet measures of the members from other sections are and trade votes with them," he advised, and then outlined a number of projects for which he wants legislative authorization.

These included:

Sewerage construction, Stony Brook section, Hyde Park and West Roxbury, \$2,000,000.

Highway construction, \$2,000,000; might be satisfied with \$1,000,000.

Central artery, \$8,000,000 to \$12,000,000; the total cost of the project, which he said all civic organizations are unanimous in approving, is estimated at \$38,000,000.

School department, \$15,000,000. East Boston Strandway, \$1,250,000.

Airport development, \$1,250,000.

"I am desirous that every person in the city, particularly members of the Legislature, know the situation confronting us," he said.

OTHER MAYORS TO ACT.

"I can conceive of nothing more injurious to a candidate for reelection than to be compelled to admit to the people that he had not attempted to safeguard the rights of the city.

"After all the city's affairs are of as much interest, and the city's welfare is of as much importance, to you as to me. We've got a serious situation here and we have got to put it through.

"Every mayor and chairman of the boards of selectmen in the Commonwealth will within the next 72 hours call a conference of his legislators.

"In 1929 the welfare departments of the communities in this Commonwealth spent \$5,166,000. Last year, the total was \$7,841,000. For 1931 the estimate is \$14,726,000. On the other hand the municipalities will get \$4,166,000 less out of the income tax. This situation is unparalleled in the history of the Commonwealth."

WELFARE EXPENDITURE HIGH

Even if \$5,000,000 is distributed to the cities and towns out of the gasoline tax, over and above the amount now planned to give the various communities, the public works department will have \$1,000,000 more than last year in its highway fund, he said.

"More than 35 per cent. of the revenue the state gets for highway construction comes from Boston, and we get nothing in return," he added. "I would call your attention to the fact that Boston's expenditure thus far this year for welfare is \$1,763,000."

Members of the City Council and several department heads were also present, but the mayor's remarks were addressed to the solons, among whom were the following:

Representatives Sullivan and Hearn of East Boston, Prendergast and Lee of Charlestown, Lee of South Boston, Casson of West Roxbury, Welsh of Hyde Park, White of Jamaica Plain, McFarland of Roxbury, Sullivan of Dorchester, and Murphy; Senators Twohig of South Boston, Buckley of Charlestown, and Finnegan of Dorchester.

TRAVELER

4/2/31

Banquet and Reception Planned for Visit April 17, 18, 19

Members of the Veterans of Foreign Wars and Ladies' Auxiliary are planning a royal reception for National Comdr. Paul C. Wolman of Baltimore and Mrs. Ada Harrison, New York, national president, when they arrive in Boston, April 17.

This will be their official visit to Boston in a nation-wide itinerary. Gov. Ely will meet the delegation the morning of their arrival in the State House at 10:30, and will conduct them on a tour of the various state departments.

Following a brief session with Department Comdr. J. D. Lumas, the guests will make a visit to the Boston office of the U. S. veterans' bureau.

An address to the House of Representatives and a visit to the mayor's office will be included in their visit.

LUNCHEON BY ELY

A luncheon being tendered by Gov. Ely will be the first afternoon affair.

to be followed by a trip to the U. S. Veterans' Bureau Hospital at Bedford. The national commander will be a guest at a department council meeting in the evening.

Saturday will be the busiest of the three days. In the morning a luncheon and reception will be given in honor of Mrs. Mary O'Keefe of Allston, past department president, and at present national patriotic instructor. A visit and inspection will then be made of the Chelsea Naval Hospital.

Mayor Curley is expected to tender the chiefs a luncheon at noon, while in the afternoon a meeting of the poppy chairmen of all posts and an open department meeting of the Ladies' Auxiliary both at the Bradford Hotel, are expected to keep the organization leaders busy.

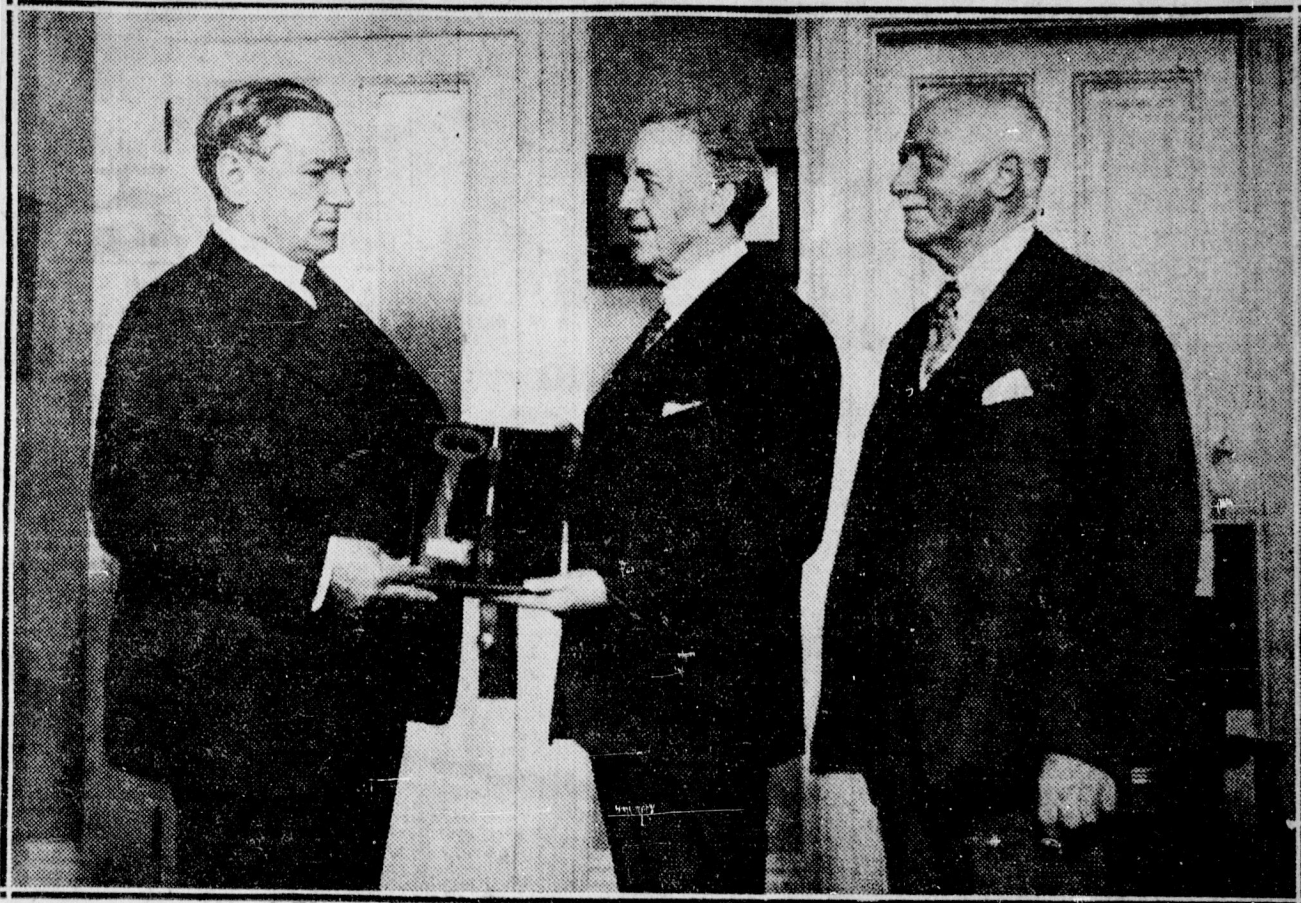
BANQUET SATURDAY

The salient event of the entire program will be the banquet and reception at the Bradford in the evening. Members of both organizations from all parts of the state are expected to take part. More than 1000 reservations have already been made and the committee expects many more.

Gov. Ely has definitely accepted an invitation and will present the gift from the department of Massachusetts to Commander Wolman. Other guests will include: National Senior Vice Commander Darold DeCoe of Seattle, Wash.; Director George E. Ijams of the U. S. Veterans' bureau, Mayor James M. Curley, Lt.-Gov. William S. Youngman, Adj.-Gen. Robert V. Handy, National Chaplain the Rev. Wallace E. Hayes, Department Commander Julian D. Lucas and Mrs. Lucas; department commanders of New England, New Jersey and New York; Capt. J. B. Gray, representing the commander of the first naval district; James Rose, department senior vice commander, American Legion; Vice Commander Richard D. Paul; Gen. Walter E. Lombard, department commander, United Spanish War Veterans; Col. Horace Z. Landon, department commander, military order world war; Harold Seidenberg, national commander, Jewish War Veterans.

Past National Commanders-in-chief John H. Dunn and Eugene P. Carver, National Councillor and Mrs. Joseph H. Hanken, Dr. Winthrop Adams, medical officer in charge of Bedford Hospital; Dr. R. L. Cook, medical officer in charge of Rutland hospital; Dr. William Dobson, medical officer in charge of Northampton Hospital; Lt.-Col. William Blake, director of the U. S. Veterans' Bureau, district 1, and Mrs. Blake; Mrs. Irene Hurley, Massachusetts department president, ladies' auxiliary, and Mr. Hurley; Dora Raffensberger of Penn., national senior vice-president, ladies auxiliary; Grace Davis, national secretary; Helen M. Shannahan, national judge advocate; Mary O'Keefe, national patriotic instructor.

"Welcome to Boston: Eastern Commercial Teachers!"



(Transcript Photo by Frank E. Colby)

Receiving the Key to the City. Left to Right—Mayor James M. Curley, Dr. John R. Gregg, Guest of Honor at the Banquet of the Association to Be Held at the Statler This Evening; John A. Luman, President of the Association, of the Peirce School of Business Administration, Philadelphia

THE thirty-third annual meeting of the Eastern Commercial Teachers' Association opened at Hotel Statler this afternoon with an address of welcome by Jeremiah E. Burke, superintendent of Boston schools, following trips about the city this morning. Exhibitions

of typewriting and a concert by the Boston Public School Symphony Orchestra and Dorchester Girls' High Glee Club. During the afternoon there were addresses by the president of the association, John A. Luman, Philadelphia; Dr. Augustus O. Thomas, president, World Federation of Educational Associations,

on "Education as Social and Economic Adjustment;" and Edward J. McNamara, principal, High School of Commerce, New York city, on "Modern Tendencies in Business Education." There will be a banquet and dance in the grand ballroom of the Statler this evening with Dr. John R. Gregg guest speaker.

TRAVELER 4/2/31

CURLEY INVITES OWEN D. YOUNG

Mayor Asks Him to Deliver
July 4 Speech Here

Mayor Curley has invited Owen D. Young, mentioned as Democratic nominee for the presidency, to deliver the Fourth of July address in this city. The mayor declared he believes Young would make a good native son candidate, "because of his identity with the big industries of the state."

"It is understood that the mayor favors Gov. Ritchie of Maryland if Young is not the nominee. Many Democrats in Massachusetts believe that the dele-

Here's Mayor Curley's Aphorism for Today

Mayor Curley's aphorism for today is:

"Labor saving devices are valueless unless they increase the income and leisure of workers."

gation from this state to the Democratic national convention should back U. S. Senator Walsh for President. Walsh is looked upon in Washington as the Democratic nominee for Vice-President.

unt
GLOBE 4/2/31

TRANSCRIPT

4/2/31

we must put it over," referring to the Legislative program.

Corporation Counsel Samuel Silverman was seated beside the Mayor.

Asks All to Exert Pressure

Mayor Curley made it plain that he wants every person with an interest in the welfare of Boston to impress upon the legislators, who he said represent the people of Boston, just as he does as Mayor of the City, that their help is needed and that he does not think the legislators would want to explain to their constituents that they had failed in the attempt to safeguard the rights of the people of Boston in the measures before the Legislature. "I know of nothing more important to the people than the matters before the Legislature," said the Mayor.

He told those present that they need not feel that they would be alone in their struggle to get the legislation he seeks for one half of the existing two-cent gasoline tax, for within 72 hours every city and town in Massachusetts will hold conferences similar to the one in City Hall today.

Mayor Curley referred to the theory that all money from automobile sources should be expended for highways by the State Department of Public Works as a "sacred theory." "We have got to tear that down," he said.

TRAVELER 4/2/31

MAYOR DEMANDS SOLONS' SUPPORT

Impliedly Threatens Hub Group Who Oppose Finance Plan

Mayor Curley today virtually demanded of Boston members of the Legislature vigorous support of pending legislation pertaining to Boston, under an implied threat of determined political opposition to senators and representatives who "fail to protect the rights of the taxpayers."

The mayor stressed chiefly his own petition for legislation providing for the distribution among cities and towns of 1 cent of the permanent gasoline tax of 2 cents per gallon and briefly mentioned these measures:

The Stony brook sewer bill, involving 2,000,000; the airport development bill,

Curley Warns Legislators to Support Bill

Says Crisis Exists And Gasoline Revenue Will Keep Down Boston Tax Rate

Suggests They Trade

Promises to Sing Praises to Constituents if They Aid His Measure

Boston's representatives to the General Court today received veiled warning from Mayor Curley that they must do their utmost to put across Senate bill No. 47, which would give to cities and towns in the Commonwealth one-half of a two-cent gasoline tax.

The mayor stated that if the senators and representatives co-operated in his plan it would give him great pleasure, when the elections are upon us next fall, to direct a communication to the voters in the various districts, telling them that their legislator did everything possible to help the people of Boston in a time of emergency.

Conversely, the implication was that those who did not take off their coats and work for the passage of the bill might have some explaining to do when next they sought the favor of the voters.

Mayor Curley also advised that the legislators trade, if necessary, with those from other sections who may have pet projects, they wish to advance. He declared that a crisis exists and that his bill "must be put across." Failure would mean an increase of sixty cents in the tax rate, he said.

Conference at City Hall

These remarks were made this noon at a conference held in the council chamber at City Hall. It was attended by members of the City Council, the various department heads and these legislators: Senator Twohig of South Boston, Senator Buckley of Charlestown, Senator Finnegan of Dorchester, and Representatives Alexander Sullivan of East Boston, Prendergast of Charlestown, Casson of Roxbury, Murphy of Brighton, Welsh of Hyde Park, White of Jamaica Plain, Lee of Charlestown, McFarland of Roxbury, Hearn of East Boston, and Lewis Sullivan of Dorchester.

The conference was the outcome of a recent meeting of the Mayors' Club of Massachusetts and Mayor Curley stated today that within seventy-two hours every mayor and every board of selectmen in the State will call a similar session.

The only talk given was that by Mr. Curley. When he called for opinions and promised to answer questions if possible,

no one advanced any argument.

In opening, he said that there is no way to justify any increase in tax rates, in any city or town, under existing conditions, and that ways and means must be found to prevent any increase of the burden on the already overburdened.

Massachusetts cities, he said, are faced with an outlay in excess of \$7,000,000 for public welfare work. "Opposed to this is a decrease of approximately \$4,000,000 in State income tax, which reduces the amount the communities will receive from that source. Costs of operating all municipal departments are up, he said, and the situation is unprecedented.

"Last year's automobile fees and gasoline tax," he said, "brought to the Public Works Department of the State approximately \$19,000,000. The proposed one-cent increase will add about \$6,000,000 to the sum which this department has to play with. I believe that is the proper term.

A State Privilege

"If the department could not spend all of its \$19,000,000 it surely cannot spend \$25,000,000. The disbursing of this income has come to be regarded as a State privilege which must not be disturbed. We do not propose to touch any part of it except the gasoline tax which, last year, amounted to about \$10,000,000. On the basis of the State assessment, Boston pays 26 per cent of the amount distributed, yet she would receive, under this bill, only about \$1,300,000 if the measure is adopted. The amount would not be sufficient to cover Boston's cost of \$1,763,000 for public welfare but it would help. Of the total amount received by the State from the gasoline tax, Boston pays about 40 per cent."

Mayor Curley spoke of other pending legislation he is advocating in order to help unemployment, told how improvements similar to some which will be possible if favorable action is taken on his bills has increased property values in several sections, and then reverted to the gasoline tax bill.

"I know of nothing more important to the people of Boston," he said. "It would give me the greatest pleasure, if still on earth when the elections are due next fall, to send a communication to the voters, saying to them, in effect, that your legislator did everything in his power to help the people of Boston in a time of crisis.

"You may find that the legislators from the Berkshires, from Middlesex, or from some other part of the State have a pet project that they wish to succeed. Trade with them if you have to. We have a crisis before us and we've got to put this across.

Must Break Down Tradition

"The theory that all money from automobile revenue must be expended by the Public Works Department can be destroyed if you men do your part. We never have asked before for any part of the gasoline tax. If violators of automobile laws are taken to court they are tried by judges, jurors and court clerks paid by Boston but all money received from fines is turned over to the State. If this measure does not go through it means about sixty cents more on the tax rate and the consequent hardship on the owner of a little home.

"These are the facts, gentlemen. It is going to be a real fight to break down tradition."

Globe 4/2/31

CURLEY ASKS LEGISLATORS TO SUPPORT BOSTON PROGRAM

CITIES NEED HALF OF GASOLINE TAX

If Boston Doesn't Get It, Tax Rate Must Increase

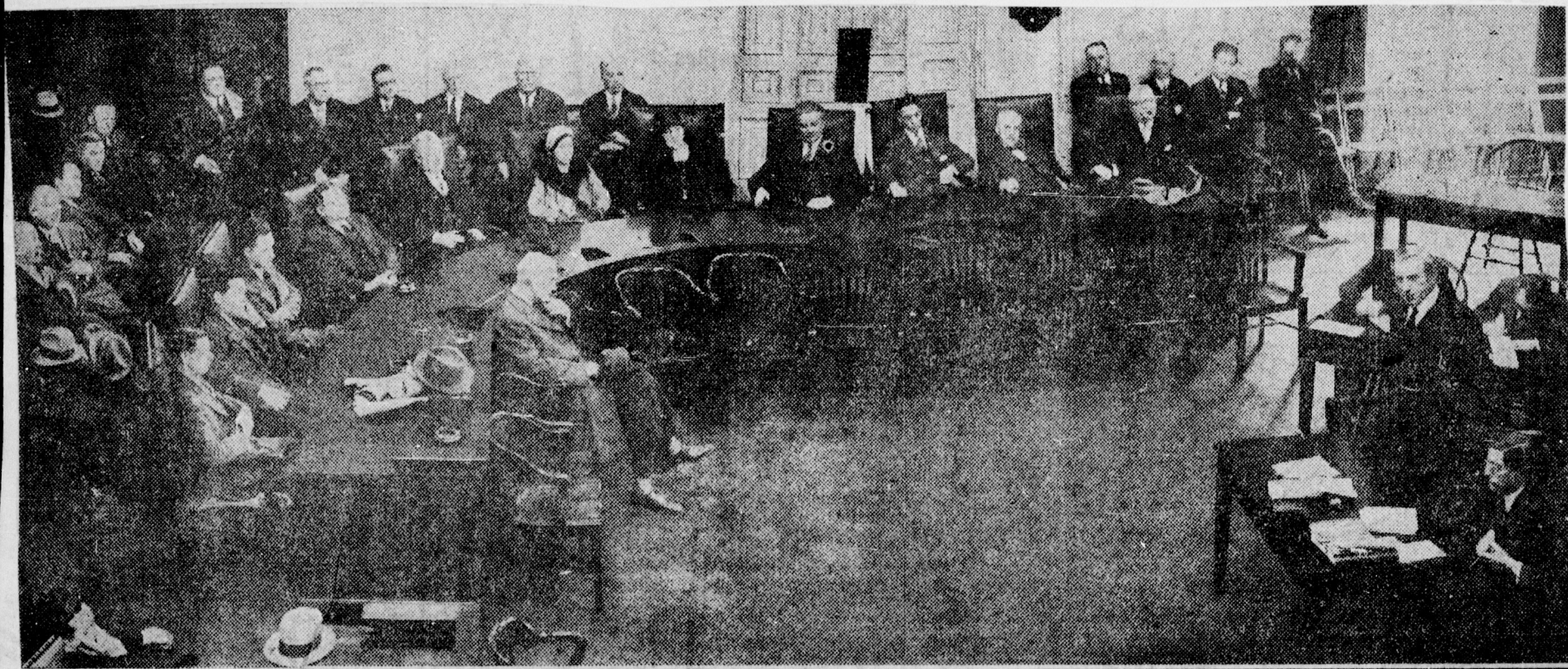
Boston legislators, at a conference in City Hall today, were told by Mayor Curley that if they support the bills before the Legislature, in-

cluding the one calling for the revenue from one-half the existing gasoline tax, he would be pleased to write to their constituents next Fall that they had done everything to help keep down the tax rate in the

city. He did not say what might be done if they do not support the measures.

Also he urged the members of both branches to make trades with members from other parts of the State; in fact, to get busy and put the program over. He made it plain that it has to be done. Boston's share of the additional one-cent gas tax, if cities and towns obtain it, would be \$1,300,000. The Mayor said that if Boston does not get its share an increase of 60 cents in the Boston tax rate will be necessary.

Present at the conference were members of the City Council and heads of departments. They were urged to see the legislators in their districts, tell the latter to get busy and that they must not merely vote for the measures, but must trade with other legislators. "We face a serious situation," said Mayor Curley; "never was there a more serious situation confronting the city, and



MAYOR CURLEY. AT RIGHT, ADDRESSING LEGISLATORS AND CITY COUNCILORS

5h0131
4/2/31

GLOBE 4/2/31

TRAVELER

4/2/31

THREAT LETTERS FLOOD BOSTON

Sent to Officials and
Others Prominent

Mailed in Back Bay Over a
Three Months' Period

Think Crank Busy—Batch
Given Writing Expert

Scores of prominent Bostonians, including the city's Mayor and Police Commissioner, have been the recipients of threatening letters for a period extending over the past three months, it was learned last night.

Investigation of the source of the letters, believed to be the work of a crank, has as yet revealed no definite clue to the police or Federal officials. Inspector George A. Augusta, however, left Boston for New York, last night, where he will show a bundle of the letters to a famous handwriting expert in the expectation of proving the letters the work of a single crank.

Some of the Recipients

One of the first to receive a threatening letter was Mrs Esther Andrews, member of the Governor's Council. Miss Mary Curley, daughter of Mayor Curley, has also received one. Much of the contents of the letters were said to be of disreputable nature. So upset was Miss Curley by the nature of the missive that since the first of the letters came care has been taken that any further messages of that type did not reach her sight.

Commissioner Hultman said last night that he received a threatening letter more than a month ago. He refused to comment upon it other than to say that it was of a villifying nature. Mayor Curley, another recipient, also received the first letter over a month ago.

Other persons in Boston who have received the missives are Leo Schwartz, legal advisor to the police commissioner; Deputy Supt James McDavitt and Deputy Supt Thomas F. Goode.

Names mentioned in the letters included John F. Fitzgerald, Traffic Commissioner Joseph A. Conry, Dan Carroll, Charles H. Innes, Dist Atty William A. Foley and Eddie Mack.

Investigators Hard at Work

Immediately upon receipt of the first



Threatening Letters

PROMINENT residents of Boston have received threatening letters, almost identical in content, from some person or persons who are being diligently sought by the police.

If discovered and found guilty, these persons face either stiff sentences in prison or commitment to an insane hospital. For a sane person to send a threatening letter is a felony, one of the most despicable types of felony, which should be followed by swift and sudden punishment.

It is possible, quite probable, in fact, that the sender of the current batch of letters is a person of unsound mind, in which case there falls a certain responsibility upon the persons in whose charge the sender lies. It should not be impossible to so control the means at hand that a person mentally-ill would not be able to send letters wholesale as did the one back of the present situation. A family or person having in charge a mentally deficient man, woman or child, is in duty bound to prevent that invalid from causing inconvenience or suffering to others.

Threatening letters are bound to disturb the bravest person, particularly when the source is unknown. It is easy to say that they should be ignored but to do so is difficult. That is one of the reasons why any person discovered in the act should be instantly put where he or she cannot repeat the performance.

It is the solemn duty of any citizen knowing of the source of such letters to divulge his knowledge to the police.

HERALD 4/2/31

SUFFOLK COURTHOUSE ADDITION IS URGED

Recommendation of an addition to the Suffolk county courthouse was made to the Senate committee or ways and means by a group of well known lawyers yesterday at a hearing on a bill providing for the appointment of a special commission to provide for additional court house accommodations and facilities.

A suggestion that the proposed addition extended from the present courthouse to Cambridge street was indorsed by George R. Nutter, Charles S. Rackemann, Arthur W. Sullivan, William T. A. Fitzgerald and Frank W. Grinnell.

Of the letters, the missives were turned over to the Federal Postoffice investigators. Later they were turned back to the Boston Police Department which is now working on the case with Inspector Augusta in charge.

A curious feature of the letters, that recall the Greenough blackmail case and others that have caused excitement in Boston, is that all bear the postmark of the Back Bay postal station. The police are awaiting the opinion of the New York expert to credit their theory that this latest group of letters were written by the same person.

It was learned that not all the missives were of the same kind. Some threatened bodily harm; others, ruined reputations; others, political harm, and still others financial harm. Those letters sent to women usually threatened loss of social standing.

GLOBE 4/2/31

COURTHOUSE EXTENSION BILL OPPOSED BY CITY

Extension of the present Suffolk County Courthouse down the hill, across Howard st to Cambridge st, was urged upon the Legislature at a hearing yesterday before the Senate Ways and Means Committee on a bill to create a special commission to provide additional Courthouse accommodations for the county. George R. Nutter of the Boston Bar Association, Charles S. Rackemann, Arthur W. Sullivan, register of probate; W. T. A. Fitzgerald, register of deeds; W. D. Adden and Frank W. Grinnell, were those who favored such an extension.

The structure would cost about \$5,000,000, they said, the county to pay 65 percent and the State 35 percent.

Corporation Counsel Samuel Silverman opposed the expense entailed by such a proposition, saying that the city of Boston could build a Courthouse suitable for the needs of the county for about \$1,000,000. He did not oppose the State building the proposed structure if they would pay for it, he said. He admitted that there is need for more space and that the registers of deeds and of probate are unduly crowded.

Figures showing the small amount of State business, conducted at the Suffolk County Courthouse, in comparison with other counties, were presented by Chairman Charles P. Howard of the Commission on Administration and Finance. He believed that 35 percent is a high amount for the State to pay in consideration of the amount of business the State does there.

CURLEY IS FOR OWEN D. YOUNG

Starts Off Boom Here by Asking Noted Democrat to Be Fourth of July Orator

BY ROBERT L. NORTON

Mayor Curley has opened up the presidential fight in Massachusetts by inviting Owen D. Young to make the Fourth of July address in Boston. The Mayor strongly leans toward Young as the Democratic candidate for President.

As he puts it: "Young might well be advanced as a native son candidate from Massachusetts. No man in our generation has been more closely identified with the industry of the State. After building up the General Electric Company, he spread out to broader fields, until today he is recognized as one of the great business leaders of the nation.

"Unlike other big business men, he has an understanding of the problems of the ordinary man. It was his influence which proved to be a big factor in turning the tide in favor of the veterans' bonus and the expenditure of this money has given at least a momentary impetus to business.

"Young also sees eye to eye with the leaders of organized labor on the five-day week, unemployment insurance and the responsibility which industry must bear to its employees.

"It is obvious that President Hoover is to be renominated and were Young to oppose him, it is my belief that he could win."

In lieu of Young, he looks with favor upon the candidacy of Governor Ritchie of Maryland, believing that the latter reflects the views of the Democrats of the North more particularly on the doctrine of State's rights, and in his opposition to the 18th amendment.

While in Florida the Mayor discussed the presidential situation with Chairman John J. Raskob of the Democratic national committee. Raskob is known to lean toward Young.

Friends Urge Walsh

The Mayor's viewpoint is particularly interesting at this time, when presidential politics are in the making. He will undoubtedly be one of the delegates-at-large to the convention and will exert a powerful influence in the determination of the attitude to be taken by the Massachusetts delegation.

While there has been no definite focus of political opinion among the leaders here, friends of Senator Walsh have advanced the idea that the delegation should be pledged to him for the presidency. In Washington, Walsh is considered as a strong possibility for the vice-presidency. Many of the members of the Senate favor his nomination for second place.

Although Walsh is regarded as a wet, like Governor Roosevelt of New York, he is opposed to making prohibition the dominant issue of the campaign. He favors stressing the economic issues instead, with a wet candidate; in effect subordinating or soft peddling the wet and dry question.

This attitude would tend to increase the possibility of Southern support for Walsh should his name be advanced for the nomination for Vice-President and would offset the religious and sectional prejudices which Smith encountered in the last campaign. Following the meeting of the Democratic national committee in Washington, Senators like Robinson and Caraway of Arkansas in an informal get together after the smoke of battle had died away, expressed their entire willingness to have Walsh write the next Democratic platform.

Walsh has advanced no opinion about the choice of the next Democratic candidate for the presidency, but he generally sympathizes with the viewpoint of Governor Roosevelt of New York. He will undoubtedly lead the Democratic delegation to the convention.

In view of the strength which ex-Governor Smith evidenced in the State at the last election and the fact that he has not removed himself as a candidate again, the preliminary manoeuvres would indicate the probability of a nice little row in the offing.

CHILDLESS HOME IS LIKE FLOWER MINUS FRAGRANCE—CURLEY

Mayor Curley's aphorism for today:

"A home without children is like a flower without fragrance, pleasing to the eye alone."

WAR DEPT. BACKS DOWN ON AIRPORT

New Lease for Governor's Island Follows City's Terms

Mayor Curley's threat to appeal directly to President Hoover and Secretary of War Patrick J. Hurley against the restrictions imposed by army officials at Washington on the transfer of Governor's Island to the control of the city, has resulted in the removal of the restrictions, it was learned last night.

NEW LEASE MADE

Following the Mayor's protest a new lease was forwarded by Washington to Major-General Fox Connor commanding the first corps area, which has the complete approval of the city officials. Under it the city will not be required to build an army roadway from the airport to the island, construct a special wharf, erect a certain type of dirigible mooring mast, or return the control of the island to the War Department on a month's notice.

All these provisions have been removed from the new lease, so that it follows the agreement made by the Mayor with President Hoover and Congress. The city must, of course, give up the island in the event that the War Department should need it in an emergency for coast defence purposes.

New Lease Approved

The new lease, with the objections removed, has been tentatively approved by Chairman William P. Long of the park commission, who will have charge of the proposed expenditure of \$1,250,000 to level the island and develop it as an extension of the Boston airport.

In a conference with General Connor the park commission chairman expressed confidence that the new lease would meet with the approval of the Mayor, inasmuch as it was in perfect accord with the specifications which the Mayor outlined to Secretary of War Hurley.

The lease will be presented today to Corporation Counsel Samuel Silverman for approval before being turned over to Mayor Curley for his signature.



Threats

of violence have been received by Mayor James M. Curley and his daughter, Mary (both at left), together with Dist. Atty. W. J. Foley, Police Commr. E. C. Hultman, ex-Mayor M. C. Nichols, ex-Mayor J. F. Fitzgerald, Mrs. Esther M. Andrews of Governor's Council and many others.

GLOBE 4/2/31

MAYOR VETOES WAGE RAISES IN COUNTY

Curley Favors Modified
Measure for Council
Points to 11,000 City Employees
Denied Salary Increase

Without assuming to dictate to the City Council as to its action on the classification and compensation plan for Suffolk County employees, Mayor Curley yesterday sent back to the Council without his approval the order passed by that body a few days ago under Chapter 400 of the Acts of 1930.

In his accompanying message Mayor Curley wrote that it perhaps will lead to speedier action and more accord if it is understood that he shall approve no changes which involve any increase in salaries for this year.

Mayor Curley recommends for pas-

sage a bill which is a slight modification of the original plan. It involves no salary increases, retains the group maxima, and leaves the county employees in position to obtain increases when city employees are granted them.

"The situation requires drastic action in order to prevent an abnormal increase in the tax rate and among other remedial measures it has been my unpleasant duty in the budget recently submitted to your honorable body to restrict department activities to absolute necessities and to take the unprecedented step of refusing to allow an increase in salary or wages to any city employee except the grade increases in the Police and Fire Departments," wrote the Mayor.

"With this situation in mind, the classification and compensation plan for county employees as adopted by the City Council does not meet with my approval.

"I do not feel justified in allowing \$75,000 in salary increases in a group of approximately 800 county employees while in a group of nearly 11,000 city employees, under the direct control of the Mayor, salary increases have been withheld.

"Beyond this vital objection I have no desire to make any criticism of the details of the plans as adopted by the City Council and feel that the members of the Council and the budget commissioner should be commended for having well discharged an arduous duty.

"I submit herewith and recommend for passage by your honorable body a compensation and classification plan and rules which involve no increases in salaries during the present year, but retain the group maxima and leave the county employees in a position to obtain step-rate increases in later years when the finances of the city perhaps will better permit."

AMERICAN 4/2/31 Mayor Gives City Key to Dr. Gregg

Dr. John R. Gregg of New York, originator of the Gregg shorthand system, visited Mayor Curley at City Hall today and was presented a key to the city.

With him was John A. Luman of Philadelphia, president of the Eastern Commercial Teachers association whose annual convention is being held at the Hotel Statler.

Dr. Gregg is to be guest of honor at the annual banquet of the organization at that hotel tonight.

THREATS TO 'RUIN'

SENT TO MAYOR

AND HUB NOTABLES

Those threatened include Mayor James M. Curley and his daughter, Miss Mary Curley;



Supt. M. H. Crowley

Commissioner Eugene Hultman; Mrs. Esther Andrews, a member of the Governor's Council; Deputy Supt. James McDevitt, Deputy Supt. Thomas Goode; ex-Mayor John F. Fitzgerald, Traffic Commissioner Joseph A.

Conry and others prominent in Boston political and professional life.

Others who received or who were mentioned in the threatening letters are Charles H. Innes, Boston attorney; Dist.-Atty. William J. Foley of Suffolk County; Police Supt. Michael H. Crowley; Ernest J. Goulston, Hub business man; Eddie Mack, boxing promoter; Dan Carroll, manager of boxers, and former Mayor Malcolm A. Nichols.

Police have under surveillance the suspected author of the letters and an arrest is expected momentarily. With the compiling of satisfactory evidence by police and postal authorities the arrest will be ordered.

It was revealed that all letters were written by one person. Samples of the handwriting are in possession of Inspector George Augustus, now in New York consulting a famous handwriting expert.

The first letter was written a month ago and all of them have been mailed from a Back Bay postal station.

Some of those threatened did not receive letters personally, but were mentioned in letters addressed to others. Police are certain that 25 threatening letters were received, although many of the recipients deny having one.

In some instances the letters link those threatened with the "na-

tional dope smugglers' gang" and with "Al Capone's gangland." In others political leaders are censured for failing to support a certain Democratic candidate in the November election.

They were written by a person obviously versed in the uses of correct English.

It was made known yesterday that the mail of Miss Mary Curley, daughter of the mayor, is being held at the central postoffice and closely scrutinized before delivery.

TRANSCRIPT 4/2/31

Governor's Island

Lease Is Revised

Restrictions in the lease of Governor's Island to the city of Boston imposed by the War Department have been removed and Corporation Counsel Samuel Silverman of the city of Boston law department is going over the lease today preparatory to turning it over to Mayor Curley for his signature. Major General Fox Connor, commanding general of the First Corps Area, drew up the new lease, which meets with the city's approval, and has just been sent to Washington for approval of the War Department.

Under the provisions of the new lease, the city will not be required to build a special Army road to the island, construct an Army wharf, erect a certain type of mooring mast or turn the island over to the War Department on a month's notice, although the city is required to turn the island over to the War Department for coast defense purposes in event of an emergency. Park Commissioner William P. Long has already tentatively approved the lease and is making plans to level it and include it in the airport.

Mayor and Others Receive

Letters Containing Threats

A package of "crank" letters, written during the past three months to prominent Boston men and women, were taken last night to New York by a police inspector who will have them examined by an expert in an effort to learn if they are the work of one person.

Mayor Curley, his daughter, Mary; Police Commissioner Hultman, Mrs. Esther Andrews of the Governor's Council and several minor officials of the police department have received the letters, which threatened exposure and which, in several instances, were obscene. No demands for money were included. The names of a number of men of prominence were mentioned in the letters, all of which were mailed in the Back Bay district.

The inspector who has taken the letters to New York took also samples of the handwriting of a man who is under suspicion in the case. The matter was turned over to the police by the United States postal authorities.

HERALD 4/2/31

CURLEY, OTHERS ARE THREATENED

Poison Pen Letters Sent to
31 Including Mayor's
Daughter

MANIAC IS AUTHOR, OFFICIALS BELIEVE

More than 30 "poison pen" letters, threatening the "exposure" of Boston's highest city officials, political leaders and socially prominent men and women, have been sent through the mails within the past month, it was learned yesterday.

Mayor Curley, Police Commissioner Hultman and Dist.-Atty. Foley are among the recipients. Mr. Hultman received several.

In some of the letters, bodily harm has been threatened. The others have told of "exposures" to come which will mean political or social ruin. All are believed to be the work of an elderly demented man, either retired or unemployed, who apparently sent them out indiscriminately and without favoritism. Police have not thought it necessary to guard the homes of those who received the letters.

Demands for money have not been made in any of the poison pen communications as far as could be learned yesterday. Most of the recipients have either turned over the letters to the police and postal authorities, and refused to comment at all on them. It is understood their text generally has been abusive, scurrilous, and highly obscene. They were mailed from many parts of Boston, beginning three weeks ago and ending Friday of last week.

With the batch of letters, all written with lead pencil in a scrawling hand, Lieutenant Inspector George Augusta left Boston yesterday for consultation with internationally known hand-writing experts in New York. The letters, police believe, may be the work of the same man who recently attempted blackmail of Mrs. Malcolm W. Greenough by threatening to disfigure her baby. The Greenough letters were also mailed in the Back Bay.

One of the missiles was directed to Miss Mary Curley, daughter of the mayor, threatening injury to both herself and her father. As the result of the fright which she experienced in opening the letter, Mayor Curley has ordered all mail to his house forwarded to City Hall.

The first of the series was received about three weeks ago by Mrs. Esther M. Andrews of the Governor's council. She communicated with postal authorities, thus starting an investigation which has gained force with every additional letter. The Boston police have several inspectors at work.

Among others who have received letters are Deputy Police Superintendents James McDevitt and Thomas F. Goode, Atty. Leo Schwartz, police counsel; ex-Mayors Malcolm E. Nichols and John F. Fitzgerald, Atty. Charles H. Innes, Edward Mack, boxing promoter and Dan Carroll, boxing manager.

The letters to police officials charged them with being linked with gangland figures, thieves and rum runners, and assert they are in league with Al Capone in an attempt to "annex Boston to his string."

Post 4/2/31

LETTERS THREATEN NOTABLES

Mayor Curley and His Daughter Among Victims

Mayor Curley, his daughter Mary, and more than a score of other prominent Boston citizens have received threatening letters, it became known last night.

Believed to have been written by a crank, the letters are abusive and obscene and threaten to "expose" the political or private affairs of the person addressed. All the letters are in the same hand-writing.

BROKER SUSPECTED

As a result of police investigation, a Boston real estate broker is under surveillance by the authorities. Last night Inspector George V. Augusta was in New York city consulting with a hand-writing expert. Samples of the hand-writing of the broker under suspicion and some of the letters received by the persons in question were taken by Inspector Augusta for confirmation of the suspicions of the police.

Others known to have received letters are Police Commissioner Hultman, Deputy Superintendents Thomas F. Goode and James McDevitt and Mrs. Esther M. Andrews of Brookline, a member of the Governor's Council. Many other persons including former Mayors John F. Fitzgerald and Malcolm E. Nichols, District Attorney Ernest B. Spracklin, manager of the Copley Square Hotel are said by police to have been named in the letters. Last night all denied having received such letters, themselves.

No Demand for Money

The letter to Mayor Curley was received several weeks ago. His daughter, Mary, received a similar letter a short time later. Commissioner Hultman also received his letter some time ago. Other letters have been more recent.

In none of the letters was any demand made for money. In all of them the writer referred to various things in the lives of the persons addressed and threatened to "expose them." The letters to Miss Curley and Mrs. Andrews were very obscene, according to police.

All of the letters received bear the postmark of the Back Bay postal station and all on the same type of paper. Some of the letters were written in pencil, but most were written with ink. In some places the writer changed from writing to printing to emphasize certain words. The letters were evidently

written by a person with a fair education.

No More Mail at Curley Home

The case was turned over to police here by the United States postal authorities to whom complaints have been made by many of the persons receiving the letters. Augusta with Inspectors William J. Crowley and Thomas F. McLaughlin have been assigned to the task of running down the writer of the letters.

Following receipt of the letters by Mayor Curley and his daughter all mail addressed to the Curley home on the Jamaica Plain post office and delivered to the Mayor's office at City Hall where it could be examined.

In the letters to police they were accused of working with gangsters, drug rings and racketeers. The letters charged that the detective bureau at police headquarters was corrupt and that high officials were working hand in glove with political bosses.

AMERICAN 4/2/31

BOARD BEGINS RE-REGISTERING APPLICANTS

Any Who Make False Statements Will Face Perjury Charges

Re-registration of 4749 persons now receiving assistance from the Overseers of Public Welfare in Boston began today as a result of revelations of abuses of the system, given out by the Finance Commission.

Walter V. McCarthy, secretary of the board, said the work would take three weeks, and that each application would be filled out in the presence of an employee of the board, who would sign as a witness.

The applicant takes oath that the statement is true, under the pains and penalties of perjury.

Each applicant must swear he or she is entirely dependent on the charity of the city, and will be questioned closely regarding children who may be working, relatives contributing aid, boarders in the home, insurance and co-operative bank stock.

Mayor Curley suggested the oath be administered in each case, and the overseers of public welfare approved.

ATTITUDE OF CURLEY RESENTED

Legislators Stirred Over Suggestion to Swap Votes

Democratic resentment, particularly among members of the party from western Massachusetts, was apparent in the State House corridors yesterday afternoon, when Boston legislators returned from their meeting with Mayor Curley at City Hall. They told stories that the Mayor intends to let the people of the city know in the next election how the Senators and Representatives voted on his bill to have one-half the revenue from the present gasoline tax returned to the municipalities.

Not only were several of the legislators at the conference convinced that the Mayor sought to force them into line for his bill, by proposing to set the matter before the voters in the next Boston election, but they were resentful of his suggestion that the Boston men go out and swap votes with western legislators, agreeing to vote for their projects in return for votes for Curley's gasoline tax bill.

"If Mayor Curley thinks he can pick a few pet legislators to swap with the 'boys from the sticks' to pass his pet measure," said Representative Daniel J. Coakley, Democrat, of Chicopee, "he is going to learn something."

"Curley may boss Boston, but he doesn't boss the 'sticks.' There is more back of this than appears. I, for one, will not stand for any attempt to destroy the programme of the Department of Public Works for new highways, just to keep Curley's tax rate down, nor be a party to any buck-passing on his part."

Minimize Suggestion

"He has failed to evidence much interest in the legislative programme until recently, but now the master mind jumps in and thinks he is going to put something over."

"No, the members from the western part of the State will not fall for Curley's suggestion that they swap votes, for they know that they would get less highway improvements under his plan than they are entitled to and will get under the present programme."

Boston Democrats who attended the meeting with the Mayor were inclined to minimize the suggestion that Curley had made any threat, and said that the implications of some of the others that he had threatened to oppose those who would not vote for his bill, Senate 47, were groundless. However, some of the men present at the City

Hall meeting were quite sure that the Mayor's talk was more than an implication of reprisals on those who opposed his plan.

One Boston Democrat declared that at the very opening of his statement the Mayor said, in effect, that "at the next election the people of Boston might be interested to know how each of their Legislators voted on this question of providing the city with the relief it needs at this time." In that statement, this man argued, the Mayor did more than merely imply that he would oppose those who voted against his bill.

Representative Abraham B. Casson of Roxbury, the only Republican legislator who attended the meeting at City Hall, said that he believed the Curley programme wholly inconsistent with Governor Ely's highway programme.

"I think the Mayor was wrong, also," he said, "in saying that the State had \$19,000,000 for highway work last year and because of the gasoline tax increase passed last week will have \$25,000,000 this year. He forgets, apparently, that nine-tenths of that gasoline tax increase goes back to the cities and towns."

"Moreover, it should be remembered that the Mayor presented his bill, Senate 47, for one cent from the present gasoline tax early in the year before it was known that the Governor would ask for a return of the revenue from the increased gasoline tax revenue to the cities and towns. As a matter of fact, therefore, when the Legislature passed the gasoline tax increase bill, it gave to the Mayor and other cities and towns 90 per cent of what he himself was asking for at the beginning of the year. He gets the money from another source, but it is 90 per cent of what he himself estimated he should have."

BOOM FOR YOUNG TO HIT SNAG

Governor and Walsh Both Inclined to Roosevelt

BY ROBERT L. NORTON

Any attempt to line up the Democratic forces of the State for Owen D. Young as the choice of the party for President is certain to meet with strenuous opposition. Both Senator Walsh and Governor Ely are strongly inclined towards the candidacy of Governor Roosevelt of New York.

Whether or not Mayor Curley proposes to organize a Young slate does not appear at this time. More likely his statement favoring Young was put out as a trial balloon. It attracted widespread attention in political circles in this State yesterday and was noted with interest in Washington and New York.

The Mayor is the first Democratic leader of importance in the North openly to suggest the availability of Young. It is very doubtful if Young would permit anything like a nationwide organization in his behalf. He declared during the hearings on the veterans' bonus bills at Washington that he was not a candidate. But nevertheless, the anti-Roosevelt forces in New York are assiduously engaged in putting his name forward. Behind this movement is a distrust of the wet sympathies of the New York Governor. This is best evidenced by the fact that the supporters of Governor Roosevelt are making an open bid for the support of the South on the ground that the Governor is only mildly wet, that he favors soft peddling the prohibition issue and emphasizing the economic issue in the campaign.

Favored by Walsh

This is the identical line of strategy which is favored by Senator Walsh of Massachusetts.

Although Governor Smith carried the State in 1928, a canvass of the situation here develops that the large preponderance of feeling among the Democratic leaders is that he is not to be considered even as a possibility in 1932. Senator Walsh, Chairman Donahue of the State committee and Mayor Curley are all agreed upon this point whatever else may be their differences.

It is a straight out fight is not made for a delegation pledged to Governor Roosevelt, the present plan of the Walsh-Ely forces in the State is to line up a delegation pledged to the Senator for the nomination for President. With Walsh advanced as 'the favorite son.'

To Prevent Set Fires at Midget Golf Links

Following two damaging fires at miniature golf courses within a week, Mayor Curley last night ordered both police and fire officials to check frequently the indoor links for the purpose of preventing incendiary fires.

The need for closer scrutiny of the midget courses was brought to the Mayor's attention by Fire Commissioner Edward F. McLaughlin, who reported that the circumstances surrounding two fires, one Saturday and another yesterday, were "very suspicious."

In a communication to Commissioner Hultman, the Mayor recommended more frequent inspections by the police and fire prevention officials.

Curley Hints Reprisals If City Measures Are Not Supported

Vigorously Demands Boston Legislators Back His Fuel Tax 'Sharing Bill'—'More Revenue Needed to Avert Tax Increase'

Mayor Curley again cracked the political whip over the heads of Boston members of the Legislature yesterday, renewed his appeal for support of his bill providing for the distribution among cities and towns of 1 cent of the existing permanent gasoline tax of 2 cents per gallon, and demanded, under virtual threat of political reprisals, vigorous support of his entire legislative program, now facing defeat or drastic revision by legislative committees.

The implication of vigorous opposition to the re-election of senators and representatives who are found wanting when the Boston bills, forming a program involving more than \$30,000,000 are passed on, was cleverly shielded in a specific promise of vigorous support of the candidacies for re-election of those who respond to the call for help. Legislators who listened to the mayor in silence were Senators Buckley, Twogig and Finnegan, and Representatives Lee of Charlestown, Prendergast, Sullivan of East Boston; Hearn, Lee of South Boston; Sullivan of Dorchester; Dolan, White, McFarland, Murphy, Welsh, Hennigan, Madden, Casson of Boston, and Bowser of Woburn. Of the delegation Casson and Bower are the only Republicans.

ADVERSE ACTION HINTED

The unprecedented action of the mayor, obviously based on specific interest in the fate of his bill pertaining to distribution of revenue from the tax bill, but actually intended to arouse interest in the majority of the bills relating specifically to Boston, was a desperate and determined move to forestall the reported adverse action of legislative committees on many of the bills.

Reports from the State House have indicated that the consideration which was shown the mayor's bills by last year's Legislature would not be extended this year, unless terrific pressure could be exerted and it was for the purpose of generating the necessary pressure that the mayor, for the second time within three weeks, called the Boston legislators into conference.

Without the slightest effort to qualify his suggestions the mayor called on the senators and representatives to engage in trading with colleagues from the Berkshires or other sections remote from Boston and stressed the opportunity to swap support for bills in which these legislators may be keenly interested for their votes in favor of Boston measures.

The mayor did not resort to any concealment of the seriousness of the financial predicament of Boston. He described it as the worst which the city has ever faced.

He entertained no hope of any increase in revenue from new valuation and contrasted this phase of the situation with the absolute certainty of unprecedented expenditure for welfare

and soldiers' relief.

SEES TAX RATE JUMP

With apparent frankness he declared that unless new revenue could be obtained from sources hitherto unavailable, an abnormal tax rate increase could not be averted.

He compared the contribution of Boston of 40 per cent. of all funds accruing to the state department of public works with the policy of denying the city any share of the money, called attention to the assumption by Boston taxpayers of the cost of the courts in which automobile cases are heard and to the payment to the commonwealth of all fines imposed in such cases, and referred to the fact that the state department will have "\$25,000,000 to play with this year" from sources connected with automobiles.

After pointing out that the interests of the mayor of Boston, the city councilmen and the legislators are identical as they refer to the taxpayers, the mayor remarked "That nothing will be more injurious to the candidacy of legislators for re-election than to say that they had failed to safeguard the rights of the taxpayers."

Then he called attention to the bill asking for \$2,000,000 for the extension of Stony Brook conduit, remarked that the Legislature may recommend \$500,000, and made known that \$1,000,000 may be authorized in the highway con-

struction bill in which \$2,000,000 was asked for street construction.

Reference to the bill empowering the expenditure of \$28,000,000 for the downtown traffic highway, the mayor brought the comment that "eight, 10 or 12 millions may be allowed." In reference to the bill for schoolhouse construction stress was laid on the absolute necessity of financing by bonds rather than by direct assessment on the taxpayers. Two other bills mentioned were the \$1,250,000 strandway project in East Boston and \$1,250,000 for extension of the airport.

PROMISES SUPPORT

The mayor's sudden injection of the possibility of political reprisals on erring legislators was made in this statement: "I don't know anything that will give me any more satisfaction, if I am alive and here next fall, than to send written communications to your constituents that you did everything possible to assist the taxpayers in securing enactment of legislation that would minimize if not prevent an increase in the tax rate."

He called on the legislators, the city councilmen and municipal department heads to "get busy" and described the opportunities for trading votes at the State House.

"We've got a serious situation, never a more serious one confronted the city and we've got to put it across."

To meet objection to his gas tax bill the mayor added: "Regardless of the sacredness of the belief that all money coming in from automobile sources shall be expended by the state department of public works, that sacredness can be destroyed."

Another argument which he advanced was the statement that Boston has never enjoyed any benefit from the millions of dollars contributed by Boston residents in automobile fees, etc. The construction of a stretch of state highway in the Germantown section of West Roxbury and of Gallivan boulevard constitute the only state financed highways within the city limits but the mayor said that the city had been forced to spend as much as the state and that in addition to a bridge over Gallivan boulevard \$100,000 would be spent this year for sidewalks and lights.

Mayor Warns Police Indoor Links, Run at Loss, Are Extra Fire Hazard

On suggestion of Fire Commissioner McLaughlin, who called attention to two recent fires of suspicious origin which did heavy damage to indoor golf courses, Mayor Curley yesterday called upon the police department to be unusually vigilant in inspection of such courses.

Commissioner McLaughlin reported that investigation had revealed that

many indoor golf ventures had not been financially profitable, and in adopting the suggestion of the commission the mayor wrote to Police Commissioner Hultman:

"The promoters of miniature golf, indoors at least, have undoubtedly found it extremely difficult to net a reasonable return from their investment, and in view of the fact that human nature does not change much with the passage of years, it would appear to be proper to protect them from a natural temptation. In my opinion the best method of protection would be, not only frequent inspection supervision by the fire prevention bureau, but a similar supervision by the police department."

GLUBE

4/3/31

HERALD

4/3/31

"INVESTIGATION ALREADY THOROUGH AND EXTENSIVE"

Frederic H. Fay, chairman of the Boston City Planning Board, in a statement dealing with the action of the Legislative Committee on Municipal Finance, yesterday, says that the reasons advanced by the committee in an attempt to justify its decision to impose a full year's delay in starting construction of the Central Artery, shows that the committee has based its judgment entirely upon misinformation.

Chairman Fay's statement in part follows:

"The committee's recommendation that necessary widenings to secure adequate approach to the new East Boston Tunnel should be held up another year for further study, is absurd and is only an easy way of passing the buck. The fact is that no street project ever proposed for any city in the country has had more thorough and extensive investigation than has this particular project during the past eight years.

"This matter has been under active consideration since 1923. It stood the test of critical analysis when the measure was up before the Legislature in 1926, at which time both the Boston Retail Trade Board and the Boston Real Estate Exchanges called in outside engineers to make sure that no possibility remained for further improvement.

Goethals One of the Engineers

"The engineer retained by the Boston Retail Trade Board was no less than Gen Goethals, of international fame for his work on the Panama Canal. The engineer engaged by the Boston Real Estate Exchange was Henry M. Brinckerhoff of the firm of Parsons, Klapp, Brinckerhoff & Douglass, New York engineers. Brinckerhoff was formerly manager of the Metropolitan Elevated Railway of Chicago and for 25 years a member of the firm above mentioned, which had charge of the Detroit vehicular tunnel, and associated with which is Barclay Parsons, the first Chief Engineer of the New York subways.

"These outside experts corroborated in every way the decision of the Boston City Planning Board to the effect that so far as Haymarket sq and the tunnel approaches are concerned the route recommended by the Planning Board was by all means the only choice. The only two possible alternatives would be to pass to the south of the Relief Hospital, in Haymarket sq or to carry the artery directly in front of the North Station, which already is loaded to its utmost capacity. These two alternative routes have been rejected by every expert authority who has studied this matter.

"Damaging to Interests of City"

"The committee's recommendation to delay the project for a full year is equally damaging to the interests of the city. Action this year is absolutely necessary if we are to carry out this improvement by the time the new East Boston vehicular tunnel is completed. The contract for the main portion of the tunnel, which was let a month ago, must be completed in 24 months.

"It will take more than two years' time after passage of the Central Artery bill to make the proper surveys and land takings, demolish buildings and construct the street. Unless action is taken this year we shall find the tunnel opened and its usefulness blocked because there will be no adequate street approaches. This will

mean heavy loss to the city in toll revenue and tremendous loss to Boston business through traffic delays.

"In view of the unanimous demand on the part of Boston business and civic interests for immediate beginning of construction of the Central Artery, it seems incredible that the State Legislature will completely ignore the facts regarding this sorely needed improvement."

NEW SIGNAL LIGHTS IN JUNE

Conry and Hurley Look Over Work on Mass. Av

Traffic Commissioner Joseph A. Conry, accompanied by Traffic Engineer John F. Hurley, today inspected the work now going on in connection with the new signal lights being installed in Massachusetts av from Tremont st to Harvard Bridge, known as Unit 2.

More than half of the underground work has been done, and cable is being installed. The bases of the traffic signals have been installed at all intersections from Tremont st to Boylston st. There remains only to be done that area from Boylston st to Harvard Bridge. The first signal was erected today at Huntington av.

This system will be a progressive system, similar to that in operation in downtown Boston. The latter system is operated from a control board in City Hall Annex. The new system will be operated from a control board in Fire Alarm Headquarters in the Fenway, opposite Westland av. The control board is almost completed, and will be shipped to Boston within two weeks, after tests have been made.

The entire system has been designed to accommodate all future signals in the Back Bay-South End district. The control board has been designed by the engineering division of the Traffic Commission, and is the only one of its kind in existence. It is the very latest in traffic control, and will accomplish any type of control desired, in addition to the progressive control.

It is now expected that all of the underground work will be completed within six weeks, and that the wiring and testing will be completed within four weeks after that. Commissioner Conry stated that the system should be operating during June.

After the system has been completed from Harvard Bridge to Tremont st it is estimated there will be sufficient funds for the extension of the system from Tremont st to Southampton st. A study of conditions in the South End District reveals that 21 deaths and 277 serious accidents have occurred in Tremont st, between Broadway and Massachusetts av, during the past four years. This area proves to be productive of more accidents than any other area of similar length in Boston.

It has been the general opinion that Shawmut av was the most dangerous street, but in Shawmut av, from Broadway to Massachusetts av, the records show 243 serious accidents and 10 fatalities.

Commissioner Conry stated that an early attempt would be made to signalize Tremont st from Broadway to Massachusetts av, as an extension of the Unit 2 system.

CUTTINGS

BILLS HAVE TO BE PAID

(From the Iron Age)

Some of the members of Congress who are advocating the calling of an extra session to straighten out the economic depression would be well advised to reflect upon what they did during the last one. The legislators in Massachusetts are now doing a good deal of reflecting and their concern is of a nature that will occur in other states.

Last winter a large sum of money was appropriated in Massachusetts for the relief of unemployed. To a large extent this was done in an emotional and hysterical way. The state and the cities and towns "made" work, and paid super-private wages, and bestowed charity. In Massachusetts, as in Arkansas, according to authentic reports, there are many persons whom it is hard to persuade to work when food is being handed to them. Anyway, Massachusetts now has a bill to meet and the only way to do it is by taxing.

Mayor Curley of Boston immediately rose with the bright idea of increasing the state income tax, which was promptly hailed by the demagogues as the easy way. This will probably be also the solution of Congress when it gets to this subject.

A state Legislature is, however, a more coherent organization than Congress. The latter may vote to suck money from New York for the benefit of, let us say, Muscle shoals, but a state Legislature is more conscious of the incidence of taxation and what it means.

Now, Massachusetts has already an income tax so severe that it has exiled many of its citizens and has so burdened its business that some of it has already died. The Legislature has been able to see that it should go further in that direction, adopting the demagogical view, it would tend to produce more unemployment.

What, then, may be done? Real estate, as everywhere else, is taxed to the limit. Massachusetts, really up against it, thinks now of increasing the gasoline tax, increasing the poll tax and extending the poll tax to include women. Much money can be raised in those ways, and there is not going to be any illusion whence it comes. When there is no illusion, people, through their legislative representatives, become more careful in respect to spending their money.

AMERICAN 4/3/31

Midget Golf Course Fires Arouse Mayor

Following two fires at miniature golf courses within a week, Mayor Curley has ordered both police and fire officials to check frequently the indoor links for the purpose of preventing incendiarism.

Fire Commr. Edward F. McLaughlin had reported that the circumstances surrounding two fires, one Saturday and another yesterday, were "very suspicious."

Globe 4/3/51

MAYOR CURLEY REQUESTS HEARING

Believes Legislative Committee Would Reverse Decision on His Program

Mayor Curley, in a statement issued this afternoon, at City Hall, requests the Legislative Committee on Municipal Finance to give him a hearing relative to the projects in his Boston program, which was so drastically slashed yesterday in the recommendations of that committee. The Mayor says that he feels sure that if he is given the opportunity which he feels is reasonable and proper, he is confident there will be a reversal of the judgment expressed in the recommendations yesterday.

Mayor Curley says that the program submitted by him to the Legislature "is necessary, not only for the protection of the investment of the city in work for the completion of which the money is essential, but as a means to reduce the army of unemployed, who are draining the resources of the Public Welfare Department because of their inability to procure work."

Mayor Curley, in his statement, says that it is unfortunate that every financial project affecting Boston, has been classified under the heading of "Curley program." The statement says that many items published in the press and set forth as a portion of the city of Boston program, were presented by individuals interested in those particular projects and at no time were sanctioned by the Mayor.

Text of His Statement

Mayor Curley's statement, which he is sending to every member of the Committee on Municipal Finance, follows: "The action of the Committee on Municipal Finance, I trust, is not final, for the reason that the questions involved are neither personal nor political. The city of Boston is a corporation deriving its charter from the Commonwealth and is limited in its activities by legislative enactment. It is a corporation, however, the success or failure of which is vital, not alone to the 800,000 who inhabit the city, but to an equally large number who derive their livelihood from industries located in the city.

"The legislation sought by me, as agent for the people of Boston, represents a program arrived at after long and intelligent study and planning by competent experts. The amount sought by me is subject to reasonable reduction since a portion of the amount, it was planned, should be extended beyond one year.

"Substantially every item sought represented a contribution to the completion of a program to which not only the city was long committed, but upon which the city had made great expenditures. There was justification in the request made by the city that wherever possible expenditures be subject to bond issue rather than taxes, because of the tremendous expenditures in public welfare and hospital departments due to the industrial depression.

East Boston Airport and Tunnel

"The order calling for an expenditure of \$1,250,000 for improvement of the East Boston Airport was deemed necessary to permit of a continuance of the reclamation and development work now in progress.

"The contract for construction of the East Boston Tunnel, which, upon completion, will represent an expenditure of \$16,000,000, the widening of Porter st at a cost of \$500,000, and the investment by the Commonwealth, the city and private agencies of \$7,500,000 at the Airport, represents an investment which may be seriously impaired if the \$1,250,000 sought is not provided.

"The \$2,000,000 requested for Stony Brook improvements, upon which water course more than \$3,000,000 has already been expended, represents an investment, in the opinion of health authorities, that is vital to the well being of the people of the community. No great benefit would result from delay in the prosecution of this work doing it now would provide work for the unemployed.

School Construction Program

"The school construction program as recommended by me, made provision that any money expended under this item this year be the result of bond issue and not a part of the tax levy. I contend that my position in this matter is sound, and while it marks a departure from the pay-as-you-go policy, for which I was responsible, there is justification for the recommendation.

"In 1916, during a previous term as Mayor, an examination of the School Department disclosed the fact that the valuation of school lands and buildings in that year was \$22,000,000, and that the outstanding bonded indebtedness on these buildings was \$18,000,000. In my opinion a wider margin of safety should be created and I recommended the adoption of a pay-as-you-go policy for schools, under which all school lands purchased and buildings constructed thereafter be included in the tax levy.

"The valuation today of school lands and buildings is \$38,000,000 and the indebtedness has been reduced to about \$4,000,000, so there is ample justification for a temporary departure from the policy established in 1916 and a return to the bond issue basis, for at least one year, in view of the fact that \$2,600,000 will be required out of this year's tax levy.

Arterial Highway Much Needed

"The arterial highway, for which \$11,000,000 was requested for the first unit, and which figure the engineer for the City Planning Board was agree-

able should be reduced to \$8,000,000, has been eliminated from consideration, notwithstanding the fact that it is the first major project considered in the last quarter of a century that received the approval, endorsement and support of every Boston organization, commercial, industrial, and real estate.

"The arterial highway as recommended, represents eight years of intensive study by the industrial and engineering leaders of Boston and, in addition, represents an expenditure by the city for investigation, studies and development of plans, of more than \$50,000. In the opinion of recognized engineering experts it would require two years, after authorization, for the construction and completion of this link of the arterial highway.

"Failure to provide for this essential improvement seriously impairs the value of the \$16,000,000 invested by the city in a traffic tunnel.

"The sum of \$2,000,000 sought for street construction, in the opinion of the Commissioner of Public Works, would serve a two-fold purpose:

- "1. A protection of the city's huge investment in highways, and,
- "2. A means of absorbing a portion of the unemployed now receiving aid through the Public Welfare Department.

"Curley Program \$16,250,000

"It is unfortunate that every financial project affecting Boston has been classified under the heading of 'Curley Program.' The fact is that the projects advocated by me represented \$11,000,000 for highways, \$1,250,000 for airport, \$2,000,000 for streets, \$2,000,000 for Stony Brook and \$1,000,000 for reconstruction of Dorchester av, a total of \$17,250,000.

"Upon the Dorchester av project I informed the committee that, in view of the measure now pending for the abandonment as a water course of Fort Point Channel, that project could well be deferred until next year, so the actual amount sought by me, instead of being \$31,000,000, was but \$16,250,000.

"The various items as published in the press and set forth as a portion of the city of Boston's program were presented by individuals interested in those particular projects and at no time were sanctioned by me. My interest is solely in what those best qualified have determined are necessary improvements, and I am certain that in the event that the Committee on Municipal Finance will permit me opportunity to appear before the committee, accompanied by those who have sacrificed time, talent and energy upon the program as submitted, that there will be a reversal of judgment.

"The request I make is both reasonable and proper. The program submitted by me is necessary, not only for the protection of the investment by the city in work for the completion of which the money sought is essential, but as a means of reducing the army of unemployed, who are draining the resources of the Public Welfare Department because of inability to secure work."

"At anytime that the committee on Municipal Finance may elect I shall be pleased to cancel any or all engagements that may be pending to appear before them.

"Trusting that the committee on Municipal Finance in its wisdom will comply with my request for a hearing, since upon these matters the interests of Boston and the Commonwealth are one."

CURLEY SEEKS HEARING ON HIS BOSTON BILLS

Hopes Legislators Will Reconsider Adverse Vote

Mayor Curley today asked the legislative committee on municipal finance, whose adverse reports threaten to wreck the mayor's program of major municipal improvements contemplated for the current year, for an opportunity to present arguments favoring a reversal of the decision reached at a protracted executive session last night.

CURLEY'S STATEMENT

In a statement sent to the members of the committee on municipal finance, the mayor stressed his conviction that his legislative requests, in behalf of the city, are fair, and pertain only to urgently needed improvements.

His statement follows:

"The action of the committee on municipal finance, I trust, is not final, for the reason that the questions involved are neither personal or political. The city of Boston is a corporation deriving its charter from the commonwealth and is limited in its activities by legislative enactment. It is a corporation, however, the success or failure of which is vital, not alone to the 800,000 who inhabit the city, but to an equally large number who derive their livelihood from industries located in the city.

"The legislation sought by me, as agent for the people of Boston, represents a program arrived at after long and intelligent study and planning by competent experts. The amount sought by me is subject to reasonable reduction since a portion of the amount, it was planned, should be extended beyond one year.

DEFENDS BOND PHASE

"Substantially every item sought represented a contribution to the completion of a program to which not only the city was long committed but upon which the city had made great expenditures. There was justification in the request made by the city, that wherever possible expenditures be subject to bond issue rather than taxes, because of the tremendous expenditures in public welfare and hospital departments due to the industrial depression.

"The order calling for an expenditure of \$1,250,000 for improvement of the reclamation and development work the East Boston Airport was deemed necessary to permit of a continuance of now in progress.

"The contract for construction of the East Boston tunnel, which, upon completion, will represent an expenditure of \$16,000,000, the widening of Porter street at a cost of \$500,000 and the investment by the commonwealth, the city and private agencies of \$7,500,000 at the airport, represents an investment which may be seriously impaired if the \$1,250,000 sought is not provided.

FOR PUBLIC SCHOOLS

"The \$2,000,000 requested for Stony brook improvements, upon which water course more than \$3,000,000 has already been expended, represents an investment, in the opinion of health authorities, that is vital to the well being of the people of the community. No great benefit would result from delay in the prosecution of this work since at some time it must be done and doing it now would provide work for the unemployed.

"The school construction program, as recommended by me, made provision that any money expended under this item this year be the result of bond issue and not a part of the tax levy. I contend that my position in this matter is sound, and while it marks a departure from the pay-as-you-go policy, for which I was responsible, there is justification for the recommendation. In 1916, during a previous term as mayor, an examination of the school department disclosed the fact that the valuation of school lands and buildings in that year was \$22,000,000 and that the outstanding bonded indebtedness on these buildings was \$16,000,000. In my opinion a wider margin of safety should be created and I recommended the adoption of a pay-as-you-go policy for schools, under which all school lands purchased and buildings constructed thereafter be included in the tax levy.

"The valuation today of school lands and buildings is \$58,000,000 and the indebtedness has been reduced to about \$4,000,000, so there is ample justification for a temporary departure from the policy established in 1916 and a return to the bond issue basis, for at least one year in view of the fact that \$2,600,000 will be required out of this year's tax levy.

ARTERIAL HIGHWAY

"The arterial highway, for which \$11,000,000 was requested for the first unit, and which figure the engineer for the city planning board was agreeable should be reduced to \$8,000,000, has been eliminated from consideration, notwithstanding the fact that it is the first major project considered in the last quarter of a century that received the approval, endorsement and support of every Boston organization, commercial, industrial and real estate. The arterial highway as recommended, represents eight years of intensive study by the industrial and engineering leaders of Boston and, in addition, represents an expenditure by the city for investigation, studies and development of plans, of more than \$50,000. In the opinion of recognized engineering experts it would require two years, after authorization, for the construction and completion of this link of the arterial highway.

"Failure to provide for this essential improvement seriously impairs the value of the \$16,000,000 invested by the city in a traffic tunnel.

CURLEY PROGRAM

"The sum of \$2,000,000 sought for street construction, in the opinion of the commissioner of public works, would serve a two-fold purpose:

"1. A protection of the city's huge investment in highways, and

"2. A means of absorbing a portion of the unemployed now receiving aid through the public welfare department.

"It is unfortunate that every financial project affecting Boston has been classified under the heading of 'Curley program.' The fact is that the projects advocated by me represented:

- "\$11,000,000 for highway
- " 1,250,000 for airport.
- " 2,000,000 for streets.
- " 2,000,000 for Stony brook.
- " 1,000,000 for reconstruction of
Dorchester avenue.
- "\$17,250,000

"Upon the Dorchester avenue project, I informed the committee that, in view of the measure now pending for the abandonment as a water course of Fort Point channel, that project could well be deferred until next year, so the actual amount sought by me, instead of being \$31,000,000, was but \$16,250,000.

"The various items as published in the press and set forth as a portion of the city of Boston's program were presented by individuals interested in those particular projects and at no time were sanctioned by me. My interest is solely in what those best qualified have determined are necessary improvements, and I am certain that in the event that the committee on municipal finance will permit me opportunity to appear before the committee, accompanied by those who have sacrificed time, talent and energy upon the program as submitted, that there will be a reversal of judgment. The request I make is both reasonable and proper. The program submitted by me is necessary, not only for the protection of the investment by the city in work for the completion of which the money sought is essential, but as a means of reducing the army of unemployed who are draining the resources of the public welfare department because of inability to secure work.

"At anytime that the committee on municipal finance may elect I shall be pleased to cancel any or all engagements that may be pending to appear before them.

"Trusting that the committee on municipal finance in its wisdom will comply with my request for a hearing, since upon these matters the interests of Boston and the Commonwealth are one, I beg to remain."

RECORD 4/3/31

Curley Hurls Threat of Tax Boost of 60c.

Mayor Curley talked turkey yesterday to the members of the Legislature and City Council at a meeting in the City Council chamber and warned them what might happen when they ran for reelection unless they supported measures sponsored by him affecting the city.

He astounded many of those present when he promised to write to their constituents, commending them if they worked for passage of bills calling for approximately \$35,000,000 for various city projects.

This was taken as a veiled threat that if they did not support these measures, he would write to their constituents to that effect also.

The mayor's order to them to "go out among your fellow legislators, learn what their pet measures are and make trades," also astounded

BRUIN CUBS ARE CARRYING ON

A FOOTBALL coach of a Middle Western college dies and a great nation goes in mourning . . . From Washington, Mr. Hoover, President of the United States, telegraphs his sympathy to the widow . . . Mayor James Michael Curley of Boston was among the first to send condolences . . . Big men in every walk of life follow suit . . . Not since Theodore Roosevelt died has the great American nation paid such a whole-souled heart-felt tribute . . . The name, Knute Rockne, is on every tongue . . . Grief—and honest grief—for his passing fills every heart.



MAYOR CURLEY.

IS THIS an argument for or against over-emphasis of football? . . . Even the reformers can't stop the world from wearing a footpath to the door of a genius like Knute Rockne . . . A good football coach is worth no more, perhaps less, than a good professor . . . But a truly great coach and builder of character like Knute Rockne is worth more than a university president . . . America needs a flock of Rocknes to counteract the effects prohibition and its attendant evils are having on the youth of the nation . . . Gangster and racketeer films, magazines, stories flood the land . . . It takes a Rockne to head the American boy on the right trail.

We are all hero worshipers . . . Old as well as young . . . Hero worship plays a prominent part in the development of a child . . . There are many, many things which induce a boy figuratively to worship false gods . . . Glance over the average newsstand these days . . . Gruesome histories of Al Capone, depicting page after page of horrible murders . . . Gangster and guerilla magazines galore . . . Crime, scandals fill the newspapers . . . Think of some of the films that have been flashed in the average moving picture house . . . Do these point youth in the right direction? . . . It is easy to understand why America needs Knute Rocknes and why the great American nation mourns his passing.

6 MONTHS' JAIL TERM IMPOSED IS APPEALED

Frank Deacetis Guilty of Larceny of \$23; Laborer With \$2000 Held

Characterizing fraudulent applications for city relief as "a villainous thing," Judge Michael J. Murray today in municipal court sentenced Frank Deacetis, a war veteran, of Lithgow st., Dorchester, to six months.

Deacetis, found guilty of larceny of \$23 from the Public Welfare Department, appealed and was held in \$1000.

The case of Peter Iacobacci, of 76 North Margin st., North End,

charged with receiving \$203.25 from the city while concealing \$2000.58 in a savings bank, was continued to April 13 for hearing. These were the first cases in a drive against jobless relief frauds.

SAVINGS TRUSTEED

An account of \$2000.58 in the Suffolk Savings Bank was trusted by the city at the request of the overseers of public welfare, who investigated the case.

According to the welfare records, Iacobacci filed application for relief with the Chardon st. charity headquarters, December 20, claiming he was unemployed and without means of support for himself and his four children, ranging from one to six years old. He stated that he was a laborer and 36 years old, but could not obtain work.

GIVEN \$15 WEEKLY

The overseers voted to allow Iacobacci \$15 each week until he could obtain employment. Later investigation by the welfare officials discovered the bank account.

In announcing the proposed prosecution, Corporation Counsel Silverman stated that the "action of the overseers and the law department in this case, at the direction of the mayor, is a warning to all persons that the city will prosecute all cases in which fraud is discovered."

SEEKS CHANCE TO PRESENT HIS CASE

Declares He Did Not Ask for \$31,000,000, but Only for \$16,250,000

Mayor Curley today in letters to every member of the legislative Committee on Municipal Finance called them to account for failing to support his program for public improvements.

He asked an opportunity to argue his case before the committee at any time the members may desire.

The mayor also denied that his program was for \$31,000,000, as reported, stating it called for expenditure of \$16,250,000, of which the committee approved only \$1,250,000.

ONLY \$1,250,000 APPROVED.

Frederic H. Fay, eminent architect and chairman of the city planning board, issued a statement today rebuking the committee for "failing to understand" the central artery project, which leading civic organizations have endorsed.

Mayor Curley listed his projects as follows:

Central artery, \$11,000,000; airport, \$1,250,000; streets, \$2,000,000; Stony Brook improvements, \$2,000,000. Total, \$16,250,000. He also asked \$1,000,000 for reconstruction of Dorchester ave., but said this could be deferred because of pending abandonment of Fort Point channel as a waterway.

Of these projects, the legislative committee has approved \$250,000 for the airport and \$1,000,000 for streets.

RESULT OF LONG STUDY

"The action of the committee on municipal finance is, I trust, not final, for the reason that the questions involved are neither personal nor political," wrote Mayor Curley, in part:

"The city of Boston is a corporation deriving its charter from the Commonwealth and is limited in its activities by legislative enactment.

"It is a corporation, however, the success or failure of which is vital, not alone to the 800,000 who inhabit the city, but to an equally large number who derive their livelihood from industries located in the city.

"The legislation sought by me as agent for the people of Boston represents a program arrived at after long and intelligent study and planning by competent experts."

cont

Municipal Finance may elect I shall be pleased to cancel any or all engagements that may be pending to appear before them."

Chairman Fay's Rejoinder

Chairman Frederic H. Fay of the City Planning Board issued a statement as follows:

"The reasons advanced by the Committee on Municipal Finance in the attempt to justify their amazing decision to impose a full year's delay in starting construction of Boston's Central Artery show that the committee has based its judgment entirely upon misinformation.

"The committee's recommendation that necessary widenings to secure adequate approach to the new East Boston tunnel should be held up another year for further study is absurd and is only an easy way of passing the buck. The fact is that no street project ever proposed for any city in the country has had more thorough and extensive investigation than has this particular project during the past eight years. This matter has been under active consideration since 1923. It stood the test of critical analysis when the measure was up before the Legislature in 1926, at which time both the Boston Retail Trade Board and the Boston Real Estate Exchange called in outside engineers to make sure no possibility remained for further improvement.

"The engineer retained by the Boston Retail Trade Board was no less than General Goethals of international fame for his work on the Panama Canal. The engineer engaged by the Boston Real Estate Exchange was Henry M. Brinckerhoff of the firm of Parsons, Klapp, Brinckerhoff & Douglass, New York engineers. Brinckerhoff was formerly manager of the Metropolitan Elevated Railway of Chicago and for twenty-five years a member of the firm above mentioned which had charge of the Detroit vehicular tunnel, and associated with which is Barclay Parsons, the first chief engineer of the New York subways.

Outside Experts Agree

"These outside experts corroborated in every way the decision of the Boston City Planning Board, to the effect that so far as Haymarket square and the tunnel approaches are concerned the route recommended by the Planning Board was by all means the only choice. The only two possible alternatives would be to pass to the south of the Relief Hospital in Haymarket square or to carry the artery directly in front of the North Station, which already is loaded to its utmost capacity. These two alternative routes have been rejected by every expert authority who has studied this matter.

"The committee's recommendation to delay the project for a full year is equally damaging to the interests of the city. Action this year is absolutely necessary if we are to carry out this improvement by the time the new East Boston vehicular tunnel is completed. The contract for the main portion of the tunnel which was let a month ago must be completed in twenty-four months. It will take more than two years' time after passage of the Central Artery bill to make the proper surveys and land takings, demolish buildings and construct the street. Unless action is taken this year we shall find the tunnel opened and its usefulness blocked because there will be no adequate street approaches. This will mean heavy loss to the city in toll revenues and tremendous loss to Boston business through traffic delays.

"In view of the unanimous demand on

the part of Boston business and civic interests for immediate beginning of construction of the Central Artery it seems incredible that the State Legislature will completely ignore the facts regarding this sorely needed improvement."

Curley Well Treated,

View of Committee

Members of the Legislature agreed generally today that the report which the Committee on Municipal Finance voted last night on the fourteen bills of Mayor James M. Curley, asking authority to spend \$31,000,000 outside the city debt limit on road and building construction is one of the best pieces of committee work done by any legislative body this year. The committee members themselves feel satisfied that they have approached the problem in the right way and most of them expressed surprise at the suggestion that the mayor was displeased by what they had done.

Senator Samuel H. Wragg, the chairman of the committee, declared that it was the consensus of opinion among his associates that the projects advocated by the mayor were all good, but that a decision had to be made on the question of expediency at this time, with the resultant decision to let most of the matters included go over to another time.

This attitude was particularly felt on the question of widening approaches to the entrance of the new vehicular tunnel between East Boston and the downtown section, Senator Wragg said. No one doubted the need of such approaches, but, because there is plenty of time to go over the details between now and the date set for completion of the tunnel, no great harm will be done by referring the bill to the next annual session.

The members of the committee in another year may be entirely willing to approve expenditures for widening Cross street from the tunnel entrance through State to the vicinity of the Custom House and of Beverly street on the other side to the Washington street bridge, but because there is no need for haste and in view of the financial situation, it failed this year to do so. "Present conditions would not justify it," said Senator Wragg.

That the amounts to be authorized under the committee's report are by no means as little as might at first appear was emphasized by several of the committee today, who called attention to the fact that in addition to the \$2,000,000 appropriated for schools, the city is to be authorized to add sixty-eight cents to the tax rate, providing more than a million in addition for that purpose.

In the matter of school construction, Senator Donald W. Nicholson of Wareham, a member of the committee, said that it was difficult to know just what to approve, in view of the attitude and previous habits of the Boston School Committee.

"They come up here one year and ask us for money to build a new school in Dorchester, which they say is badly needed," said Senator Nicholson. "So we give them the money and they go out and use it to build a school in Roxbury. Then the year after that they are back here again with the same urgent demand for the Dorchester school. We can only pass on what they bring in to us and whatever is in the bills must stand or fall on its own merits."

Senator Wragg said that the \$11,000,000 Chardon-Merrimac street-Arlington square thoroughfare for which Mayor Curley sought a fifty-year bond issue, would undoubtedly be a good project to

complete if there was plenty of money to do it with and no undue hardship on the taxpayers of the city was involved.

"We appreciate that it is a very good proposition to begin with," he said, "but it can wait. It will have to. The Boston Airport appropriation approved by the committee speaks for itself. The committee realizes the necessity for maintaining the Airport on a par with those of other cities and with what has been recommended this year, we feel that it will be sure of its A-1-A rating."

Representative Dexter A. Snow of Westfield, also a committee member, pointed out that Mayor Curley, although asking the Legislature to allow borrowing \$2,000,000 for highway construction, did not provide a cent for such construction in the city budget.

"With the \$2,000,000 which he has left over from last year and the amount which we are giving him for this purpose, Mr. Curley really has more money for this type of construction this year than he had in 1930," said Mr. Snow.

Curley Calls Artery Plans Vital to City

Chairman Fay Joins in Expressing Amazement Over Legislative Report

Necessary for Tunnel

Call Attention to Extraordinary Backing for Project—Other Bills Urged

By Forrest P. Hull

Both Mayor Curley and Chairman Frederic H. Fay of the City Planning Board expressed amazement today over the action of the legislative Committee on Municipal Finance in scrapping the proposed initial link of the so-called Thoroughfare Plan for Boston, involving an expenditure of from \$8,000,000 to \$11,000,000 and providing a traffic outlet in two directions for the new East Boston tunnel. The mayor and Mr. Fay referred to the extraordinary backing the project has received, its study of years and its most vital necessity if the usefulness of the tunnel is not to be blocked.

Mayor Curley's statement sent to the legislative committee embraced the entire program which he had submitted in appeals for authority to finance it outside the debt limit and was an appeal for an opportunity to be heard in committee before final action is taken. He made it plain, in order to correct the impression in the public mind, that his program is not one of \$31,000,000, as published, but of \$16,250,000. He characterized it as "not only necessary for the protection of the investment by the city in work for the completion of which the money is sought, but as a means of reducing the army of unemployed who are draining the resources of the Public Welfare Department because of inability to secure work."

Chairman Fay, who has been continually in the public eye is advancing the merit of the Thoroughfare Plan since his board, after several years of intensive study, projected it at a meeting at the Boston City Club months ago, and has been largely responsible for the indorsement of such organizations as the Boston Chamber of Commerce, the Real Estate Exchange, the United Improvement Association and many other business and civic bodies, declared in his statement that "the decision to impose a full year's delay in starting construction of Boston central artery shows that the committee has based its judgment entirely upon misinformation."

City Hall was much interested in the rumor that filtered through the corridors today, following publication of the legislative committee's action, that the man really responsible for the decision, if any man really exerted vital influence, was Martin M. Lomasney, who had given the committee a very picturesque objection to the plans which relate to Haymarket square and the proposed approaches. Mr. Lomasney had emphasized the point that he had opposed, in his many years of legislative experience, numerous "wild" street plans, sponsored by the men behind the Central Artery, and had lived to see his judgment vindicated.

Mayor's Statement

"The action of the Committee on Municipal Finance, I trust, is not final, for the reason that the questions involved are neither personal nor political," the mayor told the committee. "The city of Boston is a corporation, the success or failure of which is vital, not alone to the 800,000 who inhabit the city, but to an equally large number who derive their livelihood from industries located in the city."

"The legislation sought by me, as agent for the people of Boston, represents a program arrived at after long and intelligent study and planning by competent experts. The amount sought by me is subject to reasonable reduction since a portion of the amount, it was planned, should be extended beyond one year."

"Substantially every item sought represented a contribution to the completion of a program to which not only the city was long committed but upon which the city had made great expenditures. There was justification in the request made by the city, that wherever possible expenditures be subject to bond issue rather than taxes, because of the tremendous expenditures in public welfare and hospital departments due to the industrial depression."

Bad for the Airport

"The order calling for an expenditure of \$1,250,000 for improvement of the East Boston Airport was deemed necessary to permit of a continuance of the reclamation and development work now in progress."

"The contract for construction of the East Boston Tunnel, which, upon completion, will represent an expenditure of \$16,000,000; the widening of Porter street at a cost of \$500,000, and the investment by the Commonwealth, the city, and private agencies of \$7,500,000, at the Airport, represents an investment which may be seriously impaired if the \$1,250,000 sought is not provided."

"The \$2,000,000 requested for Stony Brook improvements, upon which water course more than \$3,000,000 has already been expended, represents an investment, in the opinion of health authorities, that is vital to the well being of the people of the community. No great benefit would result from delay in the prosecution of this work since at some time it must be done and doing it now would provide work for the unemployed."

"The school construction program, as recommended by me, made provision that any money expended under this item this year be the result of bond issue and not a part of the tax levy. I contend that my position in this matter is sound, and while it marks a departure from the pay-as-you-go policy, for which I was responsible, there is justification for the recommendation."

"The valuation today of school lands and buildings is \$58,000,000, and the indebtedness has been reduced to about

\$4,000,000, so there is ample justification for a temporary departure from the policy established in 1916 and a return to the bond issue basis for at least one year in view of the fact that \$2,600,000 will be required out of this year's tax levy."

Eight Years of Study

"The arterial highway, for which \$11,000,000 was requested for the first unit, and which figure the engineer for the City Planning Board was agreeable should be reduced to \$8,000,000, has been eliminated from consideration, notwithstanding the fact that it is the first major project considered in the last quarter of a century that received the approval, indorsement and support of every Boston organization, commercial, industrial, and real estate. The arterial highway as recommended, represents eight years of intensive study by the industrial and engineering leaders of Boston, and, in addition, represents an expenditure by the city for investigation, studies, and development of plans, of more than \$50,000. In the opinion of engineering experts it would require two years, after authorization, for the construction and completion of this link of the arterial highway. Failure to provide for this essential improvement seriously impairs the value of the \$16,000,000 invested by the city in a traffic tunnel."

"The sum of \$2,000,000 sought for street construction, in the opinion of the Commissioner of Public Works, would serve a two-fold purpose:

- 1.—A protection of the city's huge investment in highways, and
- 2.—A means of absorbing a portion of the unemployed now receiving aid through the Public Welfare Department."

"It is unfortunate that every financial project affecting Boston has been classified under the heading of 'Curley Program.' The fact is that the projects advocated by me represented: \$11,000,000 for highway, \$1,250,000 for airport, \$2,000,000 for streets, \$2,000,000 for Stony Brook, \$1,000,000 for reconstruction of Dorchester avenue—a total of \$17,250,000."

"Upon the Dorchester avenue project I informed the committee that, in view of the measure now pending for the abandonment as a water course of Fort Point Channel, that project could well be deferred until next year, so the actual amount sought by me instead of being \$31,000,000 was but \$16,250,000."

Mayor Still Confident

"The various items as published in the press and set forth as a portion of the city of Boston's program were presented by individuals interested in those particular projects and at no time were sanctioned by me. My interest is solely in what those best qualified have determined are necessary improvements, and I am certain that in the event that the Committee on Municipal Finance will permit me opportunity to appear before the committee, accompanied by those who have sacrificed time, talent and energy upon the program as submitted, that there will be a reversal of judgment. The request I make is both reasonable and proper. The program submitted by me is necessary, not only for the protection of the investment by the city in work for the completion of which the money sought is essential, but as a means of reducing the army of unemployed who are draining the resources of the Public Welfare Department because of inability to secure work."

"At any time that the Committee on

GLOBE

4/3/31

CUTS \$27,500,000 OFF CURLEY BILLS

Committee Leaves \$3,500,000 "Next Session" For Central Artery—Economy Rules

Economy, written in capital letters and hovering over the Hotel Statler last night, resulted in the Joint Legislative Committee on Municipal Finance voting to report favorably on bills for appropriations totaling \$3,500,000 out of a possible \$31,000,000 asked for by the city of Boston through Mayor Curley.

This radical reduction of a total, all of which was to be secured outside the debt limit of the city, proved a surprise to many persons, but members of the committee said that after almost six hours of executive session their decision was reached from the standpoint of economy.

\$2,000,000 for Schools

The biggest bill of all, calling for permission to borrow \$11,000,000 for construction of a central radial traffic artery, to alleviate traffic conditions, was given the committee's vote of reference to "next annual session."

Of the amount favorably acted upon, \$2,000,000 is for the construction of new high schools, and \$1,350,000 of this is to be raised by taxation, if the Legislature accepts the committee's advice.

One of the pet projects, \$1,250,000 for improvements on the Boston Airport, was reduced to \$250,000. The members said they felt this amount would be sufficient to give the airport an A-I-A rating.

Mayor Refuses Comment

Mayor Curley, when informed of the committee's action, refused to make any comment.

Given the substance of the committee decisions, he said that he would rather study the entire situation before he made any remarks.

He said that inasmuch as the bills had not yet been reported officially to the Legislature he did not care to say anything, because "they may change their minds."

Committee Explains Action

Before announcing their reports on the executive session, the committee, through Senator Samuel H. Wragg of Needham, issued the following statement:

"The Committee on Municipal Finance in executive session is of the opinion that, with the many demands on the public treasury in the current year, it is inadvisable at this time to allow large borrowings by the City of Boston and after exhaustive study on each project submitted by the

Mayor and the School Committee, recommends what is in its opinion a program consistent with a sound financial policy.

"The matter of extensive street widenings to meet the need of the new East Boston tunnel has been laid over for one year with the suggestion that more study be given to the subject of adequate street widening policy within the tunnel area in the city proper. Directing particular attention to the fact that the committee felt that any widening should avoid putting more traffic into Haymarket sq, the committee has a regard for the preservation of valuable property rights that mean millions in taxation to the city.

Criticizes School Officials

"The school construction program advanced by the School Department for a three-year program has been discarded by the committee on the theory that no impartial survey has been made of our future school needs. The committee earnestly recommends that a survey be made of school construction needs in each section of the city so that when the School Department and their agencies of the government appear next year, they will have a more definite idea than they had this year.

"The committee has sought in vain for information regarding the School Department budget and have found no united expression of opinion among those interested in school affairs as to the construction needs of the department.

"In brief, the committee feels that the children of Boston are entitled to greater consideration than they are now receiving at the hands of the administrators of the government of the school department.

"The session was very harmonious and all members of the committee were present except Representative Birmingham of Brighton."

What the Bills Proposed

The \$11,000,000 central radial artery bill proposed reconstruction of existing streets for the purpose of laying out a new thoroughfare from the vicinity of Chardon and Merrimac sts to Arlington sq, and to take certain property and rights of the Boston Elevated Railway Company and the Boston & Albany and the New York, New Haven & Hartford Railroads.

The proposed \$2,000,000 10-year loan for reconstructing streets was cut in half by the committee, with the provision that half of this be raised by taxation and the other 50 percent paid inside the debt limit.

The \$2,000,000 for high schools was a cut from a \$15,000,000 three-year program.

The committee considered 18 bills and except for the favorable reports for appropriations on high schools, reconstruction of accepted streets, municipal building in Charlestown and the Airport, they were voted "next annual session" or the petitions were voted "leave to withdraw."

The committee making the report follows: Senator Samuel H. Wragg, Senate chairman; Representative George Anderson, House chairman; Senators Roger Keith of Brockton, Arthur W. Hollis of Newton, Donald W. Nicholson of Wareham; Representatives John Halliwell of New Bedford, Archibald Estabrook of Haverhill, Dexter A. Snow of Westfield, Ralph N. Hamilton of Cambridge, Burt Dewar of Malden, Charles Bruce of Everett, Edward J. Kelley of Worcester, George C. McMenimen of Cambridge, John P. Higgins of Boston. Leo M. Birmingham of Brighton, minority leader of the House, the other member, was absent.

GLOBE 4/4/31

TO ADJUST DISPUTE ON GOVERNOR'S ISLAND LEASE

The controversy between city officials and the War Department over certain drastic provisions in the lease relative to the acquisition of Governor's Island by the city of Boston for projected airport development seems to have been promptly dissipated.

A new draft with all the questionable features removed has been tendered to Mayor Curley and Chairman William P. Long of the Park Department, and tentatively approved, pending the discussion of a few minor details, which Mr Long stated will be amicably adjusted without delay.

It is unofficially said that this about-face of the War Department, and elimination of protested clauses was speedily effected through the friendly overtures of Maj Gen Fox Connor of the 1st Corp Area, who has studied and is in contact daily with the local airport situation.

Incidentally, the new and provisionally accepted lease was sent to the Mayor from Gen Connor's office upon

specified directions from Secretary of War Hurley, who in all his negotiations on the transfer of the island, it is averred, has been cordial and friendly. The disputed draft was prepared by Assistant Secretary of War Payne.

But another stumbling block has loomed in the path of this proposed improvement. The Legislative Committee on Municipal Finance, in executive session Thursday afternoon, pruned the various items set forth in Mayor Curley's budget for loans beyond the debt limit, and reduced the appropriation for Governor's Island development from \$1,000,000 to \$250,000. This amount of money, Mr Long said yesterday, would be too small to complete the work. He was hopeful, however, that the committee might change its economic attitude. In event this fails he added that Mayor Curley would deal with the situation in his own way.

cont

HERALD 4/3/31

large sums from the city by "relief racketeers" who have spent relief funds for radios, payments on houses, and in other ways not at all commensurate with the alleged necessity for public funds, came after a City Hall conference yesterday.

Walter V. McCarthy, secretary of the overseers of public welfare, conferred with Corporation Counsel Silverman and his assistant, Hale Power, regarding Iacobacci's case. McCarthy had previously taken the matter up with the board of overseers.

Later, a warrant for the North Margin street man's arrest was obtained by McCarthy from Judge Charles Carl sitting in the warrant session of municipal court. The overseers' secretary is expected to be present to testify against Iacobacci this morning.

RECORD 4/3/31



(Daily Record Photo)

Originator

of the Gregg shorthand system, Dr. John R. Gregg of N. Y., right, attending Commercial Teachers' Assn. convention in Hub, being presented a key to the city by Mayor Curley

GLOBE 4/3/31

CURLEY URGES BILL TO LET CITIES SHARE "GAS" TAX CASH

Mayor Tells Boston Legislators That Failure to Get This Money Means Increase of 60 Cents in Tax Rate

The theory that all money from automobile sources should be expended for highways by the State Department of Public Works must be torn down, Mayor Curley told Boston legislators yesterday at a conference in City Hall.

Mayor Curley urged the legislators to support several bills before the Legislature, including one by which one-half the existing gasoline tax revenue would be turned over to cities and towns. Boston's share of the additional one-cent gas tax, if cities and towns obtain it, would be \$1,300,000. The Mayor said that if Boston does not get its share an increase of 60 cents in the Boston tax rate will be necessary.

The Mayor told the legislators that if they supported these bills he would be pleased to write to their constituents next Fall that they had done everything to help keep down the tax rate in the city. He did not say what might be done if they do not support the measures.

In opening, the Mayor said there is no way to justify any increase in tax rates, in any city or town, under existing conditions, and that ways and means must be found to prevent any increase of the burden on the already overburdened.

Massachusetts cities, he said, are faced with an outlay in excess of \$7,000,000 for public welfare work. Opposed to this is a decrease of approximately \$4,000,000 in State income tax,

which reduces the amount the communities will receive from that source.

"Last year's automobile fees and gasoline tax," he said, "brought to the Public Works Department of the State approximately \$19,000,000. The proposed one-cent increase will add about \$6,000,000 to the sum which this department has to play with.

"If the department could not spend all of its \$19,000,000 it surely cannot spend \$25,000,000. The disbursing of this income has come to be regarded as a State privilege which must not be disturbed. We do not propose to touch any part of it except the gasoline tax which, last year, amounted to about \$10,000,000. On the basis of the State assessment, Boston pays 26 percent of the amount distributed, yet she would receive, under this bill, only about \$1,300,000 if the measure is adopted. The amount would not be sufficient to cover Boston's cost of \$1,763,000 for public welfare, but it would help. Of the total amount received by the State from the gasoline tax, Boston pays about 40 percent.

"You may find that the legislators from the Berkshires, from Middlesex, or from some other part of the State have a pet project that they wish to succeed. Trade with them if you have to. We have a crisis before us and we've got to put this across.

Mr Curley told those present they need not feel they would be alone in their struggle to get the legislation he seeks, because within 72 hours every city and town in Massachusetts will hold conferences similar to the one in City Hall.

HERALD 4/3/31

BEFORE OWEN D. YOUNG

Owen D. Young may be unable to accept Mayor Curley's invitation to him to deliver the Fourth of July address in Boston, but he should not dismiss it, summarily as "just another speech." The exercises, with an oration by a leading American of the day, are part of a tradition which is only seven years younger than the Declaration of Independence itself.

Since 1783, the town of Boston and later the city has conducted its official observances in Faneuil Hall, usually preceded by a reading of the declaration from the balcony of the old State House by a schoolboy attired in the colonial costume. The company then assembles in the hall to hear the address of the day. The speaker has generally received a small honorarium, depending on the distance he has come for the occasion, but most of them have felt that the honor of being selected to make the address was reward enough. The speech is printed in full in the City Record, in addition to the usual accounts in the newspapers.

The list of speakers during the last century and a half is studded with famous names. Here are only a few: John Quincy Adams, Horace Mann, Charles Sumner, Charles Francis Adams, Thomas Starr King, Edward Everett, Oliver Wendell Holmes, James Freeman Clarke, Henry Cabot Lodge, Edward Everett Hale, Charles W. Eliot and Louis D. Brandeis. On last Independence day the speaker was Herbert Parker, our ever-youthful ex-attorney-general, and then chairman of the state's tercentenary commission. If Mr. Young really plans to enter the 1932 campaign for the presidency, here would be a fitting and dignified occasion for him to make his start.

RECORD 4/3/31

Mayor Demands Support for Pending Bills



Mayor James M. Curley, shown addressing Boston members of Legislature yesterday in city council chamber, demanded they actively support pending House and Senate measures. He urged their particular support of the extra-cent gas tax bill, giving cities and towns \$5,000,000 extra this year, of which Boston's share will be \$1,300,000, keeping the city from a 60-cent tax raise.

MAYOR CURLEY'S APHORISM FOR TODAY:

"Labor saving devices are valueless unless they increase income and leisure of the worker."

AMERICAN 4/3/31

GREGG GETS CITY KEY



Honored by Mayor Curley. John R. Gregg, inventor of the Gregg shorthand system, shown as he received a key to the city from Mayor Curley. He is in Boston as a guest of the Eastern Commercial Teachers' Association. (Staff photo.)

HERALD 4/3/31

MAN WITH \$2000 SAVED OBTAINED \$203 FOR RELIEF

Arrested After Bank Account Is Seized—Drew \$15 A Week from City

TOLD OFFICIALS HE
HAD 5 DEPENDENTS

Action Is First in Boston's
Drive on Fraudulent
Charity Claims

The first step in a drive which is expected to develop into a city-wide campaign against "relief racketeers," who have mulcted the city treasury of thousands of dollars through false claims of poverty, was taken yesterday with the arrest of Peter Iacobacci, 35, of North Margin street.

Iacobacci, investigators say, had a balance of \$2000.58 in the Suffolk Savings bank when he applied for relief last Dec. 20. He told a sorrowful tale, branded by city officials yesterday as a lie, of being penniless, without work and the sole support of his wife and four children.

CURLEY DIRECTS ARREST

His arrest was directed by Mayor Curley, who has announced that the city will prosecute all relief cases in which fraud is discovered. The mayor said he was determined that none of the city's emergency relief fund, for which almost \$2,000,000 has been made available in the first three months of this year, will go to "fakers" or "racketeers."

Iacobacci's assertion of impending starvation to his family brought him an allowance of \$15 a week from the city. While his bank balance was undisturbed, he continued to draw his weekly allotment, until he had fraudulently obtained \$203.25, it is alleged.

Police of the Hanover street station arrested him at his home yesterday afternoon. He was charged with larceny from the city of Boston by means of false pretences, and late last night had not been able to obtain bail. He will be arraigned in municipal court this morning.

His account at the bank was trusted by the city at 9 A. M. yesterday. The warrant under which he was arrested sets forth 12 counts, naming the dates on which aid was given.

His arrest, interpreted as a warning to all others who may come under the city's investigation of the mulcting of

GOT RELIEF FROM CITY, HAD \$2000

Charge Against North End Man Arrested at His Home

Launching the city's drive against the first of the alleged jobless relief frauds, Corporation Counsel Samuel Silverman last night prepared to prosecute Peter Iacobacci of 76 North Margin street, North End, on the charge of receiving \$203.25 from the overseers of public welfare in unemployment relief while concealing \$2000.58 in a savings bank.

Warrant for his arrest was issued yesterday by Judge Charles L. Carr, charging larceny from the city by means of false pretences, setting forth 12 counts, naming the days upon which the aid was given. He was arrested at his home last night, and will be arraigned in Municipal Court today.

ACCOUNT TRUSTEED

At the same time his account, with a balance of \$2000.58 in the Suffolk Savings Bank, was trustee'd by the city at the request of the overseers of public welfare who investigated the case. This action was decided upon following a conference attended by Secretary Walter V. McCarthy of the overseers, Corporation Counsel Silverman, and Assistant Corporation Counsel Hale Power.

According to the welfare records, Iacobacci filed application for relief with the Chardon street charity headquarters, Dec. 20, claiming that he was unemployed and without means of support for himself and his family of four children, ranging from one to six years old. He stated that he was a laborer and 36 years old, but could not obtain work.

Because of the size of his family and other conditions at his home, the overseers voted to allow Iacobacci \$15 each week until he could obtain employment. Later investigation by the welfare officials discovered the bank account.

Warning to Others

In announcing the proposed prosecution, Corporation Counsel Silverman stated that the "action of the overseers and the law department in this case, at the direction of the Mayor, is

Swedish Mayor Gets Key to the City



(Transcript Photo by Frank E. Colby)

Borgmaester Hallin Calls on Mayor Curley

On a Visit to Boston Today Wilhelm Hallin, Who Is the Mayor, or Borgmaestare, of the City of Norrtalje, Sweden, Called on Mayor James M. Curley of Boston, at City Hall, and Was Honored by Being Given the Key to the City

a warning to all persons that the city will prosecute all cases in which fraud is discovered.

"It has been the policy of the Mayor during the present emergency," he stated, "to aid all those who are in need of assistance and so far, during the three months of this year, almost \$2,000,000 has been made available for this purpose, but the Mayor is determined that not one cent shall go to 'fakers,' 'racketeers' or others who attempt to mulct the city, and the policy of prosecution will be just as vigorous as has been the policy of relief."

The warrant for the arrest of Iacobacci was turned over to Special Officer Ernest F. Fanjoy of the Milk street station, who has been assigned to duty at the welfare headquarters.

CURLEY PROGRAM OF \$31,000,000 IS CUT TO \$3,500,000

DRASTIC SLASH RECOMMENDED BY COMMITTEE

Mayor Asked \$14,000,000
Minimum in Private
Memorandum

CENTRAL ARTERY IS ELIMINATED

New School Buildings,
Street Widenings Fare
Badly

Mayor Curley's ambitious \$31,000,000 program outlined for the development of the city of Boston was scrapped last night by the legislative committee on municipal finance. Out of a sheaf of 14 bills seeking authorization to borrow that amount of money outside the debt limit, for promoting various projects, the committee recommended that he be given \$3,500,000 for four of them. The others were entirely rejected.

Armed with the advance knowledge that the committee was prepared to tear the outlined program apart, Mayor Curley attempted to rescue a substantial portion of it by submitting a private list of the projects he was anxious to promote. The order in which he had rated their importance was:

- 1—\$11,000,000 arterial highway.
- 2—\$2,000,000 in street construction.
- 3—\$1,250,000 for airport development.
- 4—\$2,000,000 for improvement of Stony Brook channel.
- 5—\$1,000,000 for widening and reconstructing Dorchester avenue.

ARTERY REJECTED

The committee rejected the arterial

highway, Stony Brook channel and Dorchester avenue projects, recommended \$1,000,000 for street construction and \$250,000 for the airport.

In addition to those two recommendations the committee also voted to give the mayor \$2,000,000 for new high school construction and \$250,000 for a municipal building in Charlestown.

The central arterial highway was to have provided a traffic outlet in two directions from the new East Boston tunnel and was vigorously supported by business interests; but the committee reached the conclusion that it would destroy real estate values to so great an extent that it was completely eliminated in spite of the mayor's frantic effort to rescue it.

When informed of the result of the committee's deliberations at a late hour last night the mayor declined to comment extensively on the report but indicated that the legislators may be influenced to a change of mind when the seriousness of the situation is impressed on them. He said:

"I prefer not to make any comment at this time. Of course, it is conceded that practically every organization in the city favored the construction of the arterial highway at this time. Any injury done to the city is an injury to the state."

MINOR RECOMMENDATIONS

In the four minor appropriations recommended his original request in each instance was substantially reduced and restrictions placed on the method by which he would be permitted to make the borrowings.

The requested appropriation for the Charlestown municipal building was cut in half and the money directed to be raised on 10-year bonds with 10 per cent. of the \$250,000 to come out of the tax levy.

His request for \$2,000,000 for reconstruction of accepted streets was reduced to \$1,000,000 with the condition

ARMY AIR MANEUVRES DISCUSSED BY OFFICERS

The extent of the Army air maneuvers next month in this city was the subject of much discussion at the monthly meeting and dinner of the New England Air Reserve Officers' Association at the University Club last night. The maneuvers, as proposed by the officials at Washington and the objections to them, were weighed in detail and finally it was decided that a committee be appointed to confer with Mayor Curley in regard to these activities.

Maj Robert F. Raymond, president, appointed the following committee to confer with the Mayor: Maj Bartholomew Beaman, Lieut Crawford Hollidge, Lieut Harry Copland and Capt Peter Borre.

Lieut Harland McCormick of the U. S. Army Air Service, Lieut Joseph ("Smoky Joe") Wilson, Maj Claude Cummings, surgeon at the Boston Airport, and Col Rush Lincoln, air officer of the 1st Corps Area, were speakers.

How Curley Building Projects Fared at Hands of Committee

Project	Requested	Result
1—Municipal building in Charlestown.....	\$500,000	\$250,000
2—New school construction.....	10,000,000	2,000,000
3—Airport improvement	1,250,000	250,000
4—Reconstructing streets	2,000,000	1,000,000
5—Arterial highway	11,000,000	Nothing
6—Widen and relocate Beverly street.....	5,000,000	Nothing
7—Stony Brook channel improvement.....	2,000,000	Nothing
8—City Hospital building addition.....	700,000	Nothing
9—Municipal building at Fields Corner.....	500,000	Nothing
10—Municipal building at Franklin field.....	500,000	Nothing
11—Municipal building at Franklin park.....	400,000	Nothing
12—Widen and construction Dorchester avenue..	1,000,000	Nothing
13—Subway or tunnel at Forest Hills.....	75,000	Nothing
14—Street construction in Charlestown.....	500,000	Nothing

Post

4/3/31

CURLEY'S PLANS GET HUGE SLASH

Legislative Committee Cuts Borrowing Requests From \$31,000,000 to \$3,500,000

The legislative committee on municipal finance, in an executive session which lasted until nearly midnight, cut the street, building, airport and schoolhouse programme of Mayor Curley and the Boston School Committee, which totaled more than \$31,000,000 for this year, to only about \$3,500,000.

The committee slashed entirely from the programme the Mayor's request for a central radial highway to care for the needs of traffic in connection with the new East Boston tunnel, figured to cost \$11,000,000, the committee taking the position that it is improper to add to present traffic conditions in Haymarket square.

It cut the Mayor's proposal for \$1,250,000 for development of the East Boston Airport to \$250,000, announcing that this amount will make possible an AIA rating for the port.

Instead of an appropriation of \$5,000,000 a year for each of the next three years for schoolhouse construction, the committee reported \$2,000,000 for new high schools. Of this amount the city would have to raise under its 68 cents tax rate for school purposes about \$1,350,000 from the tax levy this year, and the balance would be borrowed outside the debt limit.

Instead of the \$2,000,000 asked for reconstruction of accepted streets, the committee recommends only \$1,000,000, half of this amount to be borrowed inside the debt limit.

Although the committee had before it various proposals for the erection of new municipal buildings, Charlestown was the only section to be favored by its recommendations and that section was given \$250,000 for the purpose, instead of the \$500,000 originally suggested.

At a meeting in City Hall yesterday afternoon with Senators and Representatives from Boston, Mayor Curley made a special appeal to them to vote for his whole programme of some \$35,000,000 for improvements. The action of the municipal finance committee in turning down the great majority of the proposals last night means that the Mayor will have a most difficult task in getting any considerable portion of his programme through at this session.

Present Demands Heavy

In a statement issued at the time of making public the report, the committee took the position that, with the many demands upon the public treasury at the present time, it is undesirable

to allow large borrowings by the city of Boston.

The statement set forth that the executive session was harmonious, with all members, except Representative Leo M. Birmingham of Brighton present. There were no recorded dissenters from the report, as made public last night, but it is known that several members will reserve their rights to vote for or against some of the items eliminated, if they are offered as amendments on the floors of the Senate and House.

In its statement of reasons for its action last night the committee, through Senator Samuel H. Wragg of Needham, chairman, said:

Committee's View

"The committee on municipal finance, in executive session, if of the opinion that, with the many demands upon the public treasury during the current year, it is inadvisable at this time to allow large borrowings by the city of Boston, and after an exhaustive study of each project submitted by the Mayor, recommend what is, in their opinion, a programme consistent with a sound financial policy.

"The matter of extensive street widenings to meet the need of the new East Boston tunnel has been laid over for a year with a suggestion that more study be given to the subject of an adequate street widening policy in the tunnel area of the city proper, directing their particular attention to the fact that the committee believes that any widening should avoid putting more traffic into Haymarket square and have regard for the preservation of valuable property rights that mean millions in taxes to the city.

"The school construction programme advanced by the school department for a three-year programme has been discarded by the committee on the theory that no important unprejudiced survey has been made of our future school needs. The committee earnestly recommends that a survey be made of the school construction needs of all sections of the city, so that when the school department and the other agencies of the government appear next year they will have a more definite idea than they had this year.

"The committee has sought in vain for information regarding the school department budget and for even one united expression of opinion among those interested in school welfare as to the construction needs of the department.

"In brief, the committee feels that the children of Boston are entitled to greater consideration than they now receive at the hands of the administrators who govern the school department.

"The session of the committee was very harmonious and all the members

were present except Representative Birmingham of Boston."

When the action of the committee was called to the attention of Mayor Curley last night, he said he would prefer to wait until he has seen the full report and examined it before making any comment.

GOVERNOR'S ISLAND LEASE SATISFACTORY

Transfer of Governor's Island from federal to municipal control for the purpose of developing it as an extension of the Boston airport was assured yesterday when Corporation Counsel Samuel Silverman gave his approval to the new lease drawn up by army representatives.

But two minor changes in details were suggested by the city law head. That the island be returned to the federal government in "time of need," he changed to read "in time of emergency or war." To the phrase that the "War department be allowed to use the island," he added, "subject to the rules and regulations of the Park department."

Curley Calls for Adequate Defense

Mayor, Discussing Army Day, Calls Attention to Lack of Troops Here

The fourteenth anniversary of the entry of the United States officially as a participant in the World War will be observed on Monday. That day has been designated as Army Day, and Mayor James M. Curley called attention to it this afternoon as an occasion for emphasizing the necessity of maintaining national defense.

"The situation from the standpoint of national defense in Massachusetts is a most serious one," he said. "At the present time there are neither officers nor enlisted men at the following garrisoned posts in Massachusetts: Fort Andrews, Fort Heath, Fort Ruckman, Fort Strong, Fort Duvalle, Fort Revere, Fort Standish and Fort Warren.

"The total number of men at all Regular Army posts and stations in Massachusetts at the present time is less than five hundred men, the actual figures being 116 officers and 376 enlisted men. At Camp Devens the total between Quartermaster Corps, Medical Departments and Ordnance Departments representing the entire organization at present there located, numbers but twenty men. At the Boston Airport but two men are to be found, one in the Air Corps, and one in the Medical Corps. At the great armory at Springfield, but fifteen men are regularly assigned, and thirty enlisted men attached. At the Watertown Arsenal, one of the most important branches of national defense in New England, the headquarters force consists of eleven officers and one man; at the ordnance school nineteen officers and one man; the Medical Department one officer and three enlisted men.

"A more serious situation has never been in evidence in the history of our country upon Army day and unless public opinion crystallizes in favor of adequate national defense the decimation of Army and Navy will continue until in the sacred name of economy America may one day be found defenseless.

"Propaganda directed against the maintenance of the Reserve Officers Training Corps and the Citizens Military Training Camp is general and from public platforms, pulpits and educational institutions, the voice of the internationalists is heard demanding that the most efficient and least expensive form of national preparedness be destroyed. As custodians of a great heritage for the consummation of ideals for which humanity struggled for nearly eighteen centuries, we should demand such measures of national defense as will assure to posterity the heritage of liberty which was gained through the sacrifice of those who have gone before."

Committee to Hear Curley on City Bills

Birmingham Caustic in Comment on Executive Session at Hotel

Senator Samuel H. Wragg, chairman of the legislative Committee on Municipal Finance, will call a special meeting of the committee on Monday to hear a plea by Mayor James M. Curley for restoration of the matters which the committee cut from his road and building construction program at the executive session Thursday night in Hotel Statler. Mr. Curley arranged for the hearing in a telephone conversation with Senator Wragg yesterday and said he hoped to be able to convince the legislators of the immediate need of some of the projects left out.

Representative Leo M. Birmingham of Brighton, who was the only member of the committee who did not attend the Thursday night session, declared last night that he could not approve the action of the committee in engaging an "expensive hotel suite" and paying for a "bounteous repast" at the expense of the taxpayers when the quarters in the State House would have done just as well.

"I told the committee members," Birmingham said, "that they might have chosen some other night than Holy Thursday—a night which is important in the religious life of some of the committee members. I protested also that the executive session might have been postponed to a later date, because it would bring the report on the big Boston loan bills into the House at the same time that the State budget bill is under consideration, thus, perhaps confusing the whole financial situation, with the result that neither the budget nor the Boston measures would receive adequate consideration."

Representative Birmingham, it is understood, was not in favor of giving Mayor Curley any of the things he sought.

Sons of Union Veterans Encampment Next Week

The forty-ninth annual encampment of the Massachusetts Department, Sons of Union Veterans of the Civil War, in the golden jubilee year of the order, will be opened by Department Commander Charles M. Appleton of Dorchester, in the Princess Ballroom of Hotel Somerset, next Tuesday, April 7, at 1.30 P. M. Sessions will also be held morning and afternoon on Wednesday with officers elected as the final event of the two days' convention. Addison A. Quinn of Chelsea and James P. Skeehan of Canton are candidates for commander.

At 4 P. M. on Tuesday a joint memorial service will be held with the Women's Auxiliary, which will convene at Hotel Somerset, also, with sessions in the Louis XIV ballroom. Joseph B. Maccabe, commander-in-chief, 1894, and department commander in 1884, with two other past department commanders, Charles F. Sargent and Rufus A. Soule, have died since last year's encampment. In the evening a reception to the officers of both organizations will be held.

Commander-in-Chief A. S. Holbrook of Dwight, Ill., has informed department headquarters that he will attend the encampment.

Leon A. Palmer of Melrose, department secretary, announces the following chairmen have been appointed by Department Commander Appleton, to serve during the encampment: Credentials, Ralph L. Smith of Chelsea; ritual and ceremonials, Henry F. Weiler of Melrose; resolutions, Fred E. Upham of Leominster; constitution and regulations, H. Harding Hale, Boston; officers' reports, James T. Wellington, Norwood; press, Harold M. Drown of Dorchester; restitution of rank, George E. Hunt of Everett; reception and ball, William L. Anderson, Jamaica Plain, one of Mayor Curley's secretaries.

ney of Suffolk county, were held this afternoon at 2 o'clock from his home, 486 Audubon road. The Rev. John J. Fletched, administrator of St. Cecilia's Church, Back Bay, officiated.

Decker's quartet sang. The bearers were Herbert J. McLaughlin, Joseph A. Dennison, Richard J. Shaw, Charles G. Smith, John W. McAnarney, Dr. Robert N. Daley, Abrohom C. Webber and Thomas O'Connor.

Mayor Curley and his secretary, Cornelius J. Reardon, Sheriff Keilher, Judge Richard Walsh of the Dorchester court, Edward C. Kelley, former Congressman Joseph H. O'Neil, Arthur H. Sullivan, registrar of probate; Judge James H. Devine, the Rev. Daniel K. Lynch, treasurer of Boston College, delegations from the Charitable Irish Society, of which McIsaac was president, attended.

Others present were: Charles B. Maginnis, Dr. Leo T. Myles, Joseph A. F. O'Neil, John J. Keenan, secretary of the Charitable Irish society. The directors of the society present were Edward H. Sullivan and Morris J. Lacey. The past presidents included Edmund Reardon, Judge Patrick M. Keating of the superior court, Richard J. Lane, Hugh A. Carney, John J. O'Malley, John J. Sullivan, Edward A. McLaughlin, James H. Devlin, James E. Cotter, Patrick O. Laughlin, William T. Fitzgerald, Thomas F. Green, James A. Dorsey, John B. Dore and John A. Kiggen.

The burial was in Holyhood cemetery, Brookline.

TRAVELER

4/4/31

MAYOR ATTENDS M'ISAAC RITES

Services Held at Back Bay Home—Burial at Holyhood

Funeral services for Daniel V. McIsaac, formerly assistant district attorney,

CURLEY TO FIGHT FOR PROGRAM

Legislators Will Hear Plea
For \$31,000,000 Boston
Projects

BIRMINGHAM RAPS "JUNKET" AT HOTEL

As a result of Mayor Curley's protest on the report of the legislative committee on municipal finance on the city of Boston bills, Senate Chairman Samuel H. Wragg will call a special meeting of that committee Monday to ascertain if they are willing to hear Mayor Curley plead for a revision of the committee findings. The mayor voiced his protest yesterday in a telephone conversation with Senator Wragg of Needham, at the same time asking permission to appear before him and his colleagues and discuss the situation at greater length in an effort to persuade them to grant more generous appropriations for the mayor's cherished projects.

Senator Wragg agreed to call the session, but said that in his opinion the committee will not revise its recommendations because of the exhaustive consideration given the entire program at the six-hour session Thursday night at the Hotel Statler.

CALLS IT JUNKET

Members of the legislative committee on municipal finance were not justified in subjecting the commonwealth to the expense of the "needless junket" on which they went Thursday night to consider the city of Boston bills, in the opinion of Representative Leo M. Birmingham of Brighton, Democratic leader in the House.

He was the only one of the 15 committee members absent from the session at which drastic action resulted practically slashing the \$31,000,000 program for the development of Boston to \$3,500,000.

While not diverging to any great extent from the recommendations of the committee he charged the members with extravagance in forcing the commonwealth to engage an "expensive hotel suite and pay for a bounteous repast" with adequate quarters for their assembly available at the State House without cost.

MAYOR'S "AMAZEMENT"

In an extensive statement the mayor expressed amazement at the ruthless reduction of the program ordered by the committee. He discussed the various projects that were rejected at length and objected to having them called the "Curley program."

"The legislation sought by me as agent for the people of Boston," he said, "represents a program arrived at after long and intelligent study and planning by competent experts. The amount sought by me is subject to reasonable reduction since a portion of the amount, it was planned, should be extended beyond one year."

According to Birmingham the committee was too liberal, if anything, with

PLAQUE OF GEN EDWARDS IS PRESENTED TO MAYOR CURLEY



MAJ GEN CLARENCE R. EDWARDS
From Plaque by Henry Channon

A fine plaster plaque likeness of the late Maj Gen Clarence R. Edwards, the work of Henry Channon, himself a World War veteran, has been presented to Mayor Curley by Mrs Mary Fitzgibbons Channon of Oxford st, Cambridge, a former Boston woman. Mrs Channon visited City Hall and, acting for her husband, presented the Mayor with the plaque. Mayor Curley was delighted with the excellent likeness and fine work of the sculptor, who is employed as a salesman at the Cambridge store of Sears, Roebuck & Co.

It is planned to exhibit the plaque at the memorial exercises to be held

Sunday afternoon in the Boston Garden in memory of the late Maj Gen Edwards.

The plaque is of autograph size and shows the wartime leader of the famous YD of the 26th Division in uniform. Mr Channon is particularly proud of his work, for it is his first piece of this nature. It was all accomplished by the skilful use of an ordinary penknife.

Mr Channon has done much rapid sketching and cartooning and, in a field of 6000, he won first prize in the Metropolitan Theatre contest for the best drawing of Harold Lloyd of motion picture fame. Mr Channon served in the air service with the 56th balloon company.

its recommendations for Mayor Curley's street construction appropriation request. He expressed resentment at the "unfriendly gesture" of the committee in releasing a statement calling attention to the fact that he was the only absentee from the executive session. Prior to the session, he said that he had expressed his condemnation of the proposed junket and requested a postponement and transfer to the State House.

GLOBE 4/4/31

CURLEY ASKS HEARING ON SLASHED PROGRAM

Confident Legislators Will
Reverse Decision

Says Central Artery Needed for New
Tunnel—His Total \$16,250,000

Mayor Curley requested the Legislative Committee on Municipal Finance to give him a hearing relative to the projects in his Boston program, which the committee so drastically slashed in a statement issued yesterday afternoon.

The Mayor said he was confident that if a hearing was granted him the committee would reverse its decision.

He said that the program "is necessary, not only for the protection of the investment of the city in work for the completion of which the money is essential, but as a means to reduce the army of unemployed, who are draining the resources of the Public Welfare Department because of their inability to procure work."

Mayor Curley said it is unfortunate that every financial project affecting Boston has been classified under the heading of "Curley program." Many items set forth as a portion of the city of Boston program, he asserted, were presented by individuals interested in those particular projects, and at no time were sanctioned by the Mayor.

Airport and Stony Brook

Mayor Curley's statement, which he sent every member of the Committee on Municipal Finance, follows, in part:

"The order calling for an expenditure of \$1,250,000 for improvement of the East Boston Airport was deemed necessary to permit of a continuance of the reclamation and development work now in progress.

"The contract for construction of the East Boston Tunnel, which, upon completion, will represent an expenditure of \$16,000,000; the widening of Porter st at a cost of \$500,000, and the investment by the Commonwealth, the city and private agencies of \$7,500,000, at the Airport, represents an investment which may be seriously impaired if the \$1,250,000 sought is not provided.

"The \$2,000,000 requested for Stony Brook improvements, upon which water course more than \$3,000,000 has already been expended, represents an investment, in the opinion of the health authorities, that is vital to the well-being of the people of the community. At sometime it must be done, and doing it now would provide work for the unemployed.

Dorchester-Av Plan Not His

"The school construction program, as recommended by me, made provision that any money expended under this item this year be the result of bond issue and not a part of the tax levy. I contend that my position is sound, and while it marks a departure from the pay-as-you-go policy, for which I was responsible, there is justification for the recommendation.

"The arterial highway as recommended represents eight years of intensive study by the industrial and engineering leaders of Boston and, in addition, represents an expenditure by the city for investigation, studies and development of plans, of more than \$50,000.

"Failure to provide for this essential improvement seriously impairs the value of the \$16,000,000 invested by the city in a traffic tunnel.

"The sum of \$2,000,000 sought for street construction, in the opinion of the Commissioner of Public Works, would serve a two-fold purpose: 1. A protection of the city's huge investment in highways; 2. A means of absorbing a portion of the unemployed now receiving aid through the Public Welfare Department.

"Upon the Dorchester-av project I informed the committee that in view of the measure now pending for the abandonment as a water course of Fort Point Channel, that project could be deferred until next year, so the actual amount sought by me, instead of being \$31,000,000 was but \$16,250,000."

Committee Misted, Says Fay

Frederic H. Fay, chairman of the Boston City Planning Board, in a statement dealing with the action of the Legislative Committee on Municipal Finance, said yesterday that the reasons advanced by the committee in an attempt to justify its decision to impose a full year's delay in starting construction of the Central Artery shows that the committee has based its judgment entirely upon misinformation.

He declared their action was "absurd and only an easy way of passing the buck." He said no street project ever proposed for any city in the country has had more thorough and extensive investigation than has this particular project during the past eight years.

He said among the experts retained had been Gen Goethals, of Panama Canal fame; Henry M. Brinckerhoff, whose firm had charge of the Detroit vehicular tunnel, and others.

Chairman Fay pointed out that inasmuch as the contract for the main portion of the tunnel, which was let a month ago, calls for completion in 24 months, the usefulness of the tunnel will be blocked because there will be no adequate street approaches. "This," he said, "will mean heavy loss to the city in toll revenue and tremendous loss to Boston business through traffic delays."

AMERICAN 4/4/31
MAYOR TO GET
HEARING ON
CITY BILLS

Feels Keenly Slashing of the
Airport Appropriation and
Other Needed Sums

Mayor Curley will get another opportunity before the

joint legislative Committee on Municipal Finance in executive session next Monday to plead for his municipal projects which were slashed by the committee.

While the total appropriation called for by the numerous bills amounted to approximately \$31,000,000, the bulk of these projects, all outside the debt limit, was petitioned for by individual members of the legislature.

The committee eliminated all but \$3,500,000 of these.

ANXIOUS FOR AIRPORT

One of the important projects that the mayor desires to have put through is the airport development at Long Island, in view of the facts that an agreement has been reached for the acquisition of the island from the government.

The sum of \$1,250,000 was asked for this project. The committee reduced it to \$250,000. William P. Long, chairman of the park commission, said if the committee persists in its refusal to give the full amount and is upheld by the legislature nothing can be done to extend the facilities of the airport this year.

The two chairmen of the joint legislative committee said today they were favorable to giving the mayor another opportunity to be heard.

NO REPLY TO CRITIC

Senator Samuel H. Wragg of Needham said:

"I will call a meeting of the committee for Monday and ask the members if they wish to hear the Mayor again."

Rep. George P. Anderson of Boston said:

"I am in favor of hearing the Mayor in executive session on any added information he may have to give to the committee."

Neither Wragg nor Anderson would make any comment on criticism leveled at the committee by Rep. Leo M. Birmingham of Brighton, minority leader of the House and a member of the committee.

Birmingham scored the committee for holding its executive session in the Hotel Statler. While discussing economy, Birmingham charged, the committee was enjoying a \$3.50 dinner at the expense of the State.

Birmingham contended that there was no reason why the committee could not have held its session in a committee room at the State House.

Mayor Curley Says Eastman Prejudges Railroad Problem

He Thinks Commissioner's Letter to Gov. Ely of Questionable Propriety—Favors Trunk Line Plan

Interstate Commerce Commissioner Joseph E. Eastman, by expressing his views at this time on the future alignment of New England railroads, has prejudged a problem which will eventually come before him and other members of the commission for decision; and the publication of his views at this time "was for the sole purpose of influencing public opinion."

Thus does Mayor Curley, in a public statement issued yesterday, make tart, challenging retort to the recent pronouncement of Commissioner Eastman on control or consolidation of the New England railroads. Eastman's views, in which he warned against allowing control and operation of the New England roads to pass to trunk lines west of the Hudson, were set forth in a letter to Gov. Ely, given in response to the Governor's specific request for his advice and opinion on the subject. Mayor Curley has for some time been an advocate of merging the Boston & Maine with the Van Sweringen-owned Chesapeake & Ohio-Nickel Plate system, and of allocating the Boston & Albany and the New Haven to others of the trunk lines—the New York Central, Pennsylvania and Baltimore & Ohio.

In his reply to Eastman, the mayor charged him with inconsistency, and himself argued at length in favor of the trunk line plan of integrating the principal New England roads with the trunk lines.

MAYOR'S STATEMENT

His statement follows in part:

Many citizens with appreciation of the sincerity of Mr. Eastman's interest in the welfare of this section, and the distinguished service that he has rendered for many years as an outstanding member of the interstate commerce commission, deplores the fact that he has seen fit to publicly express his personal views and convictions in advance of the report of the New England Governors' committee.

Especially is this true when it is understood that the disposition of the New England railroads in any general railroad consolidation plan must eventually be approved and authorized by the interstate commerce commission before becoming effective.

However much one may be inclined to respect the views of Mr. Eastman on the New England railroad situation, the conclusion can only be reached that the publication of them at this time was for the sole purpose of influencing public opinion.

DOUBTS PROPRIETY

The propriety of such action on the part of a member of the governmental tribunal that will finally pass judgment on the problem is at least questionable. It clearly indicates that at least one influential member of the commission has prejudged the matter.

It is no surprise that Mr. Eastman favors consolidation of New England railroads as opposed to

trunk line control. It is difficult, however, to reconcile this with the opinion that he has repeatedly expressed in public, that government control is the inevitable solution of the national railroad problem. In fact, he has long been regarded as an outstanding advocate of government control.

AS TO MORAL EFFECT

Is it not conceivable that in the larger system organizations that

would result from the taking over of the New England railroads by the trunk lines, the "independence, vigor, enterprise and other hardy qualities of mind and character which have distinguished them in the past" would naturally place New Englanders, who possess such sterling qualities, in trunk line executive positions that would enable them to see to it that trunk line control did not produce the direful results predicted by Mr. Eastman? Is it likely that such men would become "underlings" or "mere managers or superintendents or clerks for absentee owners?"

EFFECT OF COMPETITION

Three or more competing trunk lines reaching into the interior and serving the port of Boston could not fail to improve present conditions. Certainly the New England railroads, particularly the New Haven, as the evidence and exhibits in this pending city of Boston differential case show, are now and have for years unfairly discriminated against Boston and the other New England ports by maintaining freight rates from New England industrial centres to New York on a basis which includes free floatage, free lighterage and other terminal services, and which terminal services they do not perform at Boston. The cost of these accessorial terminal services at New York actually, in many instances, exceeds the entire freight rate from the New England points of origin.

By thus maintaining from the New England industrial centres to Boston, freight rates on a relatively higher basis than to New York, disregarding Boston's distance advantage, and, in addition, including free lighterage and other terminal services at New York, it is not surprising that a recent foreign trade survey of New England by the United States department of commerce disclosed that approximately 65 per cent. of New England's foreign exports are being forwarded through the port of New York, and only about 14 per cent. through the port of Boston.

Mr. Eastman's assertion to the contrary, notwithstanding, it cannot be denied that three competing trunk lines from the interior would be more likely to improve this distressing situation than any consoli-

dation of the New England roads themselves that has yet been proposed.

STEAMSHIP OPERATION

From the standpoint of steamship operation, Boston is the most acceptable and inexpensive of all of the major north Atlantic ports. Its present predicament in respect to falling exports is due largely, if not entirely, to the inability of New England railroads to compete with trunk line railroads serving other ports for the export business of the interior.

In recent months, executives of some of the world's outstanding steamship companies have visited Boston and declared their willingness to establish and maintain regular sailings at this port if a reasonable volume of export cargo were available.

Three or more competing trunk lines could not but improve this situation.

Post 4/4/31 CUT CRIPPLES AIRPORT WORK Can't Touch Governor's Island Work, Says Long

With the city and the army having finally agreed upon terms for the leasing of Governor's Island, the city faces the prospect of not having enough money to do anything with the island after it obtains possession, according to William P. Long, chairman of the park commission, last night.

Commissioner Long declared that the leveling of the island and the immediate programme for adding it to the airport would cost about \$1,000,000. That sum was lopped off of Mayor Curley's request for \$1,250,000 for immediate airport expansion by the legislative committee on municipal finance, and Commissioner Long, who would have charge of the work, said that if the legislature upholds the reduction, nothing can be done with Governor's Island.

The commissioner stated further that the \$250,000 which the committee approved for airport expansion would not be sufficient to increase the airport to the point where it would be entitled to a department of commerce A-1-A rating.

MAYOR NOT MARRYING - HITS GOSSIP

Tells Post That Stories Circulated About the City Are Absolutely False and That He Will Never Marry Again

Son of Woman Also Says That Rumors Are Ridiculous

Mayor Reluctant to Talk Until Reports Stirred City

Now Finds It Necessary to Put an End to Idle Gossip

The persistent widespread rumor that Mayor Curley and a prominent Boston woman were preparing to marry was definitely and finally denied late last night by both persons.

In placing the quietus on the gossip which has prevailed for months, despite the earnest protests of those who know him best, the Mayor made it known, last night, that he will never marry again.

Nearing 57, he expressed the belief that matrimony was for the young, that he had gathered all the joys of happy married life and, as is well known, its pains of sorrow.

Knowing his love for the late Mrs. Curley, and for his children, intimates of the Mayor dared not broach the rumors to him, but it was learned that they had not escaped his ears, leaving him accepting the gossip silently as one of the penalties of holding high public office.

In answering suggestions that he put an end to the rumors by publicly denying them, the Mayor felt that it was unnecessary to take such action within a single year after death had visited his Jamaicaaway home. It was said that he felt such a statement to be as ridiculous as that of Mark Twain denying that he was dead.

The son of the woman mentioned

in the rumors told a Post reporter, last night, that his mother had been greatly distressed by the reports and that there was not a word of truth in them.

GLOBE

4/4/31

POST 4/4/31

DECLARES EASTMAN PREJUDGES MATTER

Curley Opposes Views on
New England Railroads

Brands Arguments as Inconsistent
—Favors Trunk Lines

Recent newspaper articles on the New England railroad situation clearly indicate that at least one member of the Interstate Commerce Commission has prejudged the matter, says Mayor Curley in a statement issued yesterday afternoon in which he considers the expressed views of Interstate Commerce Commissioner Joseph B. Eastman and Prof William Z. Ripley.

The Mayor brands the arguments of both as inconsistent, and draws the conclusion that Mr Eastman's views are presented at this time for the sole purpose of influencing public opinion. Mr Curley questions the propriety of such action by a member of a tribunal that finally will pass judgment on the problem.

Mayor Curley states that not only Boston and other New England ports, but the industries as well, would be benefited by competing trunk lines as contrasted with any results that could be reasonably expected from a New England consolidated system. He stresses that three or more competing trunk lines reaching into Boston could not but improve the existing railroad situation.

Mayor's Statement

Mayor Curley's statement in part follows:

"Many citizens with due appreciation of the sincerity of Mr Eastman's interest in the welfare of this section, and the distinguished service that he has rendered for many years as an outstanding member of the Interstate Commerce Commission, deplore the fact that he has seen fit to publicly express his personal views and convictions in advance of the report of the New England Governors' committee.

"Especially is this true when it is understood that the disposition of the New England railroads in any general railroad consolidation plan must eventually be approved and authorized by the Interstate Commerce Commission before becoming effective.

"It is no surprise that Mr Eastman favors consolidation of New England railroads as opposed to trunk line control. It is difficult, however, to reconcile this with the opinion that he has repeatedly expressed in public that Government control is the inevitable solution of the national railroad problem. In fact, he has long been regarded as an outstanding advocate of Government control.

"Representatives of New England industries, before whom Mr Eastman has repeatedly expounded his theory of Government control, have never displayed marked enthusiasm to accept that proposal. In fact, they are extremely hostile to it. This is also more or less true of the distance theory of freight rates, of which the commissioner is the country's principal apostle.

Favors Trunk Lines

"Mr Eastman's assertion to the contrary notwithstanding, it cannot be denied that three competing trunk lines from the interior would be more likely to improve this distressing situation than any consolidation of the New England roads themselves that has yet been proposed.

"Nor can it be disputed that if New England industries now forwarding 65 percent of their exports through the Port of New York were able to transact their waterborne business through Boston and the other New England ports, the industries would be benefited directly by reduced transportation costs and indirectly by disbursements that would result from the employment of labor and other port activities.

"From this it seems clear that not only Boston and the other New England ports, but the industries as well, would be benefited by competing trunk lines as contrasted with any results that could be reasonably expected from a New England consolidated system.

"With the coming of the steamships attracted by the export business that such trunk lines, in order to obtain the long haul, would naturally develop our industries would be enabled to use their own New England ports. The substantial saving in their transportation costs and the dollars and cents return that would result from an increased flow of commerce through Boston and the other New England ports, would benefit all New England.

To Tell Legislative Committee

"It is understood that Commissioner Eastman has been invited to appear before the State Legislative Committee on Transportation, and to make any statement that he may desire in support of his contentions that a New England consolidated system will be the best for this section.

"His statement will be awaited with interest, but it would be helpful if he would also indicate what could be reasonably expected from three or more competing trunk lines in the way of placing New England on a transportation basis comparable with other parts of the United States.

"If the New England railroads were controlled by three or more competing trunk lines serving large sections of the interior, New England industries might reasonably demand that such trunk lines establish and maintain in New England a scale of rates not in excess of that in effect on other parts of their systems.

"Pennsylvania control of the Boston & Maine could undoubtedly be terminated, if inimical to the public interest, by vigorous action of President Hoover through the Attorney General. Ex-President Roosevelt experienced no difficulty in correcting similar transportation situations throughout the country.

"In respect to Prof Ripley's statement, it seems a waste of time to show why this uncalled for attack on the port of Boston is unsound and extremely unbusinesslike."

Curley Deplores His Stand, Says Ripley "Disloyal"

Sharp criticism of Joseph B. Eastman of the Interstate Commerce Commission and Professor William Z. Ripley of Harvard for their stand in favor of the proposed merger of New England's railroads was contained in a public statement issued last night by Mayor Curley.

QUESTIONS PROPRIETY

The Mayor charged that Commissioner Eastman's views were published solely to influence public opinion and he questioned the propriety of such action on the part of an official sitting on a tribunal which must eventually pass judgment on future railroad plans. He protested that the commissioner had prejudged the matter and deplored his talking out loud before the New England Governors' railroad committee has made its recommendations.

Entrance of the Van Sweringen and other trunk line systems into New England has been urged by the Mayor to end the control of the Pennsylvania over the Boston & Maine and the New Haven.

"Pennsylvania control of the Boston & Maine," he said, "could undoubtedly be terminated, if inimical to the public interest, by vigorous action on the part of President Hoover, through the Attorney-General. Former President Roosevelt experienced no difficulty in correcting similar transportation situations throughout the country."

Calls Ripley Disloyal

In reply to Professor Ripley, whose arguments he answered a few days ago, the Mayor said that it was "disloyal, derogatory and unfair of the Harvard savant to make an unsound attack on the port of Boston, in which the city and the State had invested \$25,000,000."

Attacking the merger proposal, the Mayor contended that "New England could not be worse off." He charged that the New Haven road was discriminating against Boston and other New England ports by carrying New England exports to the port of New York and there providing free lighterage and other facilities costing more than the freight charges from the point of origin of the products.

As an evidence of his claim that the railroads here were not helping the port of Boston, the Mayor declared government records recently revealed that 65 per cent of New England's exports went through the port of New York as against only 14 per cent through Boston's port.

The decline of this port was due, he alleged, to the inability of the railroads here to compete with trunk lines which are serving other ports with exports from the interior. The big steamship companies, he said, were eager to make Boston a cargo port again, as soon as grain and other cargoes from the Middle West are shipped here for export.

MAYOR NOT MARRYING - HITS GOSSIP

Tells Post That Stories Circulated About the City Are Absolutely False and That He Will Never Marry Again

Son of Woman Also Says That Rumors Are Ridiculous

Mayor Reluctant to Talk Until Reports Stirred City

Now Finds It Necessary to Put an End to Idle Gossip

The persistent widespread rumor that Mayor Curley and a prominent Boston woman were preparing to marry was definitely and finally denied late last night by both persons.

In placing the quietus on the gossip which has prevailed for months, despite the earnest protests of those who know him best, the Mayor made it known, last night, that he will never marry again.

Nearing 57, he expressed the belief that matrimony was for the young, that he had gathered all the joys of happy married life and, as is well known, its pains of sorrow.

Knowing his love for the late Mrs. Curley, and for his children, intimates of the Mayor dared not broach the rumors to him, but it was learned that they had not escaped his ears, leaving him accepting the gossip silently as one of the penalties of holding high public office.

In answering suggestions that he put an end to the rumors by publicly denying them, the Mayor felt that it was unnecessary to take such action within a single year after death had visited his Jamaica home. It was said that he felt such a statement to be as ridiculous as that of Mark Twain denying that he was dead.

The son of the woman mentioned

GLOBE

4/4/31

POST 4/4/31

DECLARES EASTMAN PREJUDGES MATTER

Curley Opposes Views on
New England Railroads

Brands Arguments as Inconsistent
—Favors Trunk Lines

Recent newspaper articles on the New England railroad situation clearly indicate that at least one member of the Interstate Commerce Commission has prejudged the matter, says Mayor Curley in a statement issued yesterday afternoon in which he considers the expressed views of Interstate Commerce Commissioner Joseph B. Eastman and Prof William Z. Ripley.

The Mayor brands the arguments of both as inconsistent, and draws the conclusion that Mr Eastman's views are presented at this time for the sole purpose of influencing public opinion. Mr Curley questions the propriety of such action by a member of a tribunal that finally will pass judgment on the problem.

Mayor Curley states that not only Boston and other New England ports, but the industries as well, would be benefited by competing trunk lines as contrasted with any results that could be reasonably expected from a New England consolidated system. He stresses that three or more competing trunk lines reaching into Boston could not but improve the existing railroad situation.

Mayor's Statement

Mayor Curley's statement in part follows:

"Many citizens with due appreciation of the sincerity of Mr Eastman's interest in the welfare of this section, and the distinguished service that he has rendered for many years as an outstanding member of the Interstate Commerce Commission, deplore the fact that he has seen fit to publicly express his personal views and convictions in advance of the report of the New England Governors' committee.

"Especially is this true when it is understood that the disposition of the New England railroads in any general railroad consolidation plan must eventually be approved and authorized by the Interstate Commerce Commission before becoming effective.

"It is no surprise that Mr Eastman favors consolidation of New England railroads as opposed to trunk line control. It is difficult, however, to reconcile this with the opinion that he has repeatedly expressed in public that Government control is the inevitable solution of the national railroad problem. In fact, he has long been regarded as an outstanding advocate of Government control.

"Representatives of New England industries, before whom Mr Eastman has repeatedly expounded his theory of Government control, have never displayed marked enthusiasm to accept that proposal. In fact, they are extremely hostile to it. This is also more or less true of the distance theory of freight rates, of which the commissioner is the country's principal apostle.

Favors Trunk Lines

"Mr Eastman's assertion to the contrary notwithstanding, it cannot be denied that three competing trunk lines from the interior would be more likely to improve this distressing situation than any consolidation of the New England roads themselves that has yet been proposed.

"Nor can it be disputed that if New England industries now forwarding 65 percent of their exports through the Port of New York were able to transact their waterborne business through Boston and the other New England ports, the industries would be benefited directly by reduced transportation costs and indirectly by disbursements that would result from the employment of labor and other port activities.

"From this it seems clear that not only Boston and the other New England ports, but the industries as well, would be benefited by competing trunk lines as contrasted with any results that could be reasonably expected from a New England consolidated system.

"With the coming of the steamships attracted by the export business that such trunk lines, in order to obtain the long haul, would naturally develop, our industries would be enabled to use their own New England ports. The substantial saving in their transportation costs and the dollars and cents return that would result from an increased flow of commerce through Boston and the other New England ports, would benefit all New England.

To Tell Legislative Committee

"It is understood that Commissioner Eastman has been invited to appear before the State Legislative Committee on Transportation, and to make any statement that he may desire in support of his contentions that a New England consolidated system will be the best for this section.

"His statement will be awaited with interest, but it would be helpful if he would also indicate what could be reasonably expected from three or more competing trunk lines in the way of placing New England on a transportation basis comparable with other parts of the United States.

"If the New England railroads were controlled by three or more competing trunk lines serving large sections of the interior, New England industries might reasonably demand that such trunk lines establish and maintain in New England a scale of rates not in excess of that in effect on other parts of their systems.

"Pennsylvania control of the Boston & Maine could undoubtedly be terminated, if inimical to the public interest, by vigorous action of President Hoover through the Attorney General. Ex-President Roosevelt experienced no difficulty in correcting similar transportation situations throughout the country.

"In respect to Prof Ripley's statement, it seems a waste of time to show why this uncalled for attack on the port of Boston is unsound and extremely unbusinesslike."

Curley Deplores His Stand, Says Ripley "Disloyal"

Sharp criticism of Joseph B. Eastman of the Interstate Commerce Commission and Professor William Z. Ripley of Harvard for their stand in favor of the proposed merger of New England's railroads was contained in a public statement issued last night by Mayor Curley.

QUESTIONS PROPRIETY

The Mayor charged that Commissioner Eastman's views were published solely to influence public opinion and he questioned the propriety of such action on the part of an official sitting on a tribunal which must eventually pass judgment on future railroad plans. He protested that the commissioner had prejudged the matter and deplored his talking out loud before the New England Governors' railroad committee has made its recommendations.

Entrance of the Van Sweringen and other trunk line systems into New England has been urged by the Mayor to end the control of the Pennsylvania over the Boston & Maine and the New Haven.

"Pennsylvania control of the Boston & Maine," he said, "could undoubtedly be terminated, if inimical to the public interest, by vigorous action on the part of President Hoover, through the Attorney-General. Former President Roosevelt experienced no difficulty in correcting similar transportation situations throughout the country."

Calls Ripley Disloyal

In reply to Professor Ripley, whose arguments he answered a few days ago, the Mayor said that it was "disloyal, derogatory and unfair of the Harvard savant to make an unsound attack on the port of Boston, in which the city and the State had invested \$25,000,000."

Attacking the merger proposal, the Mayor contended that "New England could not be worse off." He charged that the New Haven road was discriminating against Boston and other New England ports by carrying New England exports to the port of New York and there providing free lighterage and other facilities costing more than the freight charges from the point of origin of the products.

As an evidence of his claim that the railroads here were not helping the port of Boston, the Mayor declared government records recently revealed that 65 per cent of New England's exports went through the port of New York as against only 14 per cent through Boston's port.

The decline of this port was due, he alleged, to the inability of the railroads here to compete with trunk lines which are serving other ports with exports from the interior. The big steamship companies, he said, were eager to make Boston a cargo port again, as soon as grain and other cargoes from the Middle West are shipped here for export.

HERALD
4/5/31

PRESENTATION OF HERALD DUCK PIN BOWLING TOURNEY PRIZES AT CITY HALL



Mayor James M. Curley of Boston presenting the prizes to the winners in The Boston Herald's second annual New England championship tournament. Front row (left to right)—Mae McAvoy, Carrie Brown, Rose Jacobs, Lillian Shepard, John Farrell, winner of the men's division, Mayor Curley, Isabel Goulart, winner of the ladies' division, Rosetta Miller and Thomas Williams. Back row—Athol Miljar, Frank Sanborn, Al Liehr, Joe Grant, Mary Young, Charles Stiles, Joseph Piraino, Warren Kimball and John Grant.



MAYOR SEES MENACE TO AMERICANS

Pleads for Prepared-
ness to Defend U. S.
Wealth

With Massachusetts stripped of its regular soldiery, as revealed exclusively in the Post, Mayor Curley has appealed for preparedness and adequate national defense in his proclamation for Army Day, which will be celebrated tomorrow to mark the 14th anniversary of the country's entrance in the World war.

MUST PREPARE

Internationalist propaganda against the R. O. T. C. and the C. M. T. C. was attacked by the Mayor in a warning that unless public opinion is crystallized in favor of preparedness, America would be found defenceless, with her wealth, greater than that of six leading nations combined, serving only as a menace to the safety of the people here.

He protested that though Congress contemplated a soldier for each 1035 persons in the country, there were but 116 officers and 376 enlisted men left in Massachusetts. Portraying the existing situation here, he said that there were neither officers nor enlisted men at many important garrisons, including Forts Andrews, Heath, Ruckman, Strong, Duvalle, Revere, Standish and Warren.

At Camp Devens, he said, there were but 20 men; at the airport, an air corps man and a medical man; at the Springfield armory, 15 regulars and 30 assigned men; at Watertown arsenal, 11 officers and one enlisted man; at the ordnance school, 19 officers and one man, and in the medical department, but a single officer and a trio of men.

Situation Most Serious

"A more serious situation has never been in evidence in the history of our country on army day," the Mayor's proclamation warned, "and unless public opinion crystallizes in favor of adequate national defence, the declamation of army and navy will continue until in the sacred name of economy America may one day be found defenceless.

"Propaganda directed against the maintenance of the reserve officers training corps and the citizens military training camps is general, and from public platforms, pulpits and educational institutions the voice of the internationalists is heard demanding that the most efficient and least expensive

form of national preparedness be destroyed.

"As custodians of a great heritage for the consummation of ideals for which humanity struggled for nearly 18 centuries, we should demand such measures of national defence as will assure to posterity the heritage of liberty which was gained through the sacrifice of those who have gone before."

THAT MEAL AVERAGED \$3.12 EACH

Some Solons Reached
\$4, Others Kept
Down to \$1.35

Although Sergeant-at-Arms Charles O. Holt of the Massachusetts Legislature will not know for a day or two just what that Thursday night executive session of the legislative committee on municipal finance cost the State, it was learned yesterday that the 16 members and attaches of the committee ate an average of \$3.12½ worth of shrimp cocktails, low-priced soup, minute and tenderloin steaks, vegetables, salads, desserts and coffee while they wielded their pruning knives and cut some \$28,000,000 or more from the \$31,000,000 loan bills asked for by Mayor Curley, the Boston school committee and others for improvements in this city.

ROOM BILL, TOO

It was said yesterday that the dinner bill—service a la carte—amounted to just \$50. Of course, there will be charges for rooms for Senator Donald W. Nicholson of Wareham and Representative Archibald M. Estabrook of Haverhill, two of the committee members who live so far away from Boston that they could not reach their homes when the a la carte and pruning session ended at nearly 11 o'clock.

Sergeant-at-Arms Holt said yesterday that usually such committee sessions run close to \$100, but he is of the opinion that the one of Thursday night will be considerably less than the average.

Members of the committee were disinclined to talk much in detail about the executive session yesterday or to outline just how the menu was made up. That was a matter of real difficulty, however, because some of the members appeared to be more in need

of food than others and it was apparent also that their tastes varied to a considerable extent.

Some of the members—said to have been the more esthetic Senators—ate more than \$4 worth of the hotel's best viands, while others—just ordinary Democrats and Republicans from the sticks—were able to satisfy their lower branch appetites with such ordinary pieces de resistance as minute steaks at \$1.65 and lamb steaks at \$1.35.

All Perfectly Proper

Senator Samuel H. Wragg of Needham, chairman of the committee, was quite certain yesterday that everything was perfectly proper in connection with the combination dinner and executive session. The committee had been given authority by a joint order of the Senate and House to "travel within the city of Boston" for the purpose of holding its executive session at the hotel.

"It is about the only way to get completed such an amount of work as our committee has on its hands," he said. "For example, I am a member of five committees. Every member of the Senate serves on at least four committees. It is impossible to get them all together for an important executive session during the regular day's work at the State House. The only way is to get away from the State House after hours and sit down together, as we did for nearly six hours, to talk over and decide what kind of reports to make on matters involving \$31,000,000 or more.

"I might say that Representative Birmingham did not speak to me, the chairman, at any time, about postponing the meeting. Nor did he offer to me any objection on the ground that it was Holy Week and might, therefore, be offensive to the religious beliefs of any of the members. If he had done so, I would have been glad to postpone the meeting until some other time."

Birmingham to Fight

Representative George P. Anderson of Boston, House chairman of the committee, said that Birmingham told him he could not attend the executive session, but insisted that the Democratic floor leader had in no way intimated that he believed such a meeting on such a night to be at all improper.

Birmingham, yesterday stuck to his position, however, that the meeting could have been held just as well in the State House, without the necessity of any expense to the Commonwealth. Incidentally, he will strongly oppose at the meeting of the committee tomorrow the suggestion that Mayor Curley be allowed a further hearing on his bills. "We have completed consideration of them," he said. "The Mayor had his chance to be heard, and if we are going to reopen hearings for him, we will have to do so for anybody who wishes to have the last word on every bill presented for consideration."

unt HERALD 4/6/31

12. McCormack	253,057
13. Luce	334,489
14. Wigglesworth	322,885
15. Martin	224,448
16. Gifford	257,070

57 DIFFERENT VARIETIES

There have been 57 different varieties of revisions presented to the committee for its ultimate determination. The state committees chairmen of both the Republican and Democratic parties are believed to be preparing methods of their own. The various congressmen have offered suggestions. The legislative committee, however, must accept these with reservations because of the selfish motives behind all of them.

One of the suggested plans would create confusion among three of the members because it would result in making Congressmen Foss, Rogers and Luce residents of the same district. Foss lives in Fitchburg, which touches Mrs. Rogers's district. Ashby, one of her towns, is farther west than Fitchburg and Lunenburg in Foss's district. Luce lives in Waltham, which runs up into Mrs. Rogers's district, and the proposed plan would go straight up the state to include Waltham, Fitchburg and Lowell in one section.

LOMASNEY'S DISTRICT

In the 10th district, Martin Lomasney's stronghold, Douglass must take on 57,000. It now has two wards in Chelsea. Lomasney is willing to take in all of Chelsea, Revere and Winthrop. In return he willingly would give up the strongly Democratic Cambridge ward now in the district.

Treadway and Granfield are said to have reached an amicable agreement up in the western section of the state, while down in Essex county it is reported that Andrew and Connery have made a swap mutually agreeable to them. The committee, however, first must be convinced of the benefits of their plans.

A sub-committee, consisting of Senators Moran and Goodwin and Representatives Scott, Achin, Johnston, Hickey and Higgins, is charged with the task of drafting the various plans. The members will hold private sessions both morning and afternoon all this week, and when they finish they may discover that their work has been in vain through success for the concurrent resolution scheme. If that succeeds, of course, the Democrats will be lucky to preserve the four districts they now hold.

From now on the Legislature is not likely to be a peaceful institution. There was a harsh flareup Wednesday when Daniel H. Coakley, who has been far in the background since he concluded a very successful war with Mayor Curley over the nomination of Gov. Ely, was suddenly projected into the public eye in the fight which developed on Mayor Richard M. Russell's bill to remove Coakley's close friend, Henry F. Lehan, from the office of city treasurer in Cambridge.

Coakley and Lehan have been intimately associated for years and according to Representative Timothy J. Cronin, the former was the power behind the scenes in producing the defeat of the bill, passage of which would have ended Lehan's 17-year term of office.

BILL BADLY DEFEATED

In spite of the fierce attack directed at Coakley by Cronin the bill was badly defeated. The Cambridge legislator charged that Coakley had put many men in their graves. He must have confused him with Representative Leo M. Birmingham. That's Birmingham's business. He's an undertaker.

The Governor's future troubles will not be restricted to the Legislature. He still has before him the appointment of a registrar of motor vehicles. Candidates for that position have become as common as the Peggy Hopkins Joyce alumni. With more than a score of names before him the Governor has been unable to make a selection and now he is considering Col. John F. J. Herbert, formerly of Worcester but now prohibition enforcement officer in Chicago, for the job.

Herbert, because of long standing war time feuds, will encounter vigorous opposition from the politicians; but he apparently is acceptable to the Governor. Of course, there is the possibility that Herbert prefers his present work; but it is reported by his friends that he would welcome an opportunity of getting back closer to his home.

Former Senator Joseph J. Mulhern still is a factor in the contest. Without the enmity of Dist. Atty. Foley, whom he fought so bitterly in the last Democratic primary, he probably would have the appointment by now.

The exhaustive report of the recess commission on boxing and wrestling still is with the committee on public safety. That committee is referred to as the league of nations because of its membership of legislators of many different racial ancestors.

As outlined by a member of the committee recently the ancestry of the members is: Senator Bell, Scotch; Senator Nelson, Swedish; Senator Twohig, Irish; Representative Achin, French; Representative Sauter, German; Representative Chevalier, French; Representative Sandberg, Swedish; Representative Mohr, German; Representative Garafano, Italian; Representative Jones, Irish-English; Representative Sullivan, Irish.

HOLD CITY LOAN BILL FIGHT OVER

Legislators Averse to Re-opening Hearing as Mayor Requests

REAL ESTATE BODY PRAISES ACTION

Sentiment among members of the legislative committee on municipal finance yesterday was opposed to granting Mayor Curley's request for a reopening of the concluded hearing on the city of Boston loan bills.

The committee drafted a report recommending authorization of \$3,500,000 in borrowings outside the city's debt limit for various projects. Mayor Curley asked permission to appear personally before the members to renew his plea for additional appropriations.

At the call of Senator Samuel H. Wragg of Needham, chairman, the members will assemble tomorrow afternoon at the State House to consider the mayor's request.

Representative Leo M. Birmingham of Brighton and Senator Arthur W. Hollis of Newton yesterday expressed opposition to giving the bills more consideration. Birmingham said the bills had

been fairly considered and that re-opening the hearings would establish a precedent which might result in tying up the deliberations of all the committees by similar requests from other sources.

SEES NO ADVANTAGE

Senator Hollis said that the bills had been considered fairly and exhaustively. He expressed the opinion that no advantage could be gained by going over the various projects again. He emphasized the opinion that there was no anti-Curley sentiment at any of the hearings, merely an honest difference of opinion.

The committee's position was consolidated yesterday by the Boston Real Estate Exchange which complimented the members on the "courageous and economically sound stand" taken in the report.

In a statement released by Edwin D. Brooks, chairman of the exchange's committee on legislation and taxation, the committee was said to have properly "taken the position that borrowing by the city during the present year of depression should be permitted only to the extent that it was absolutely necessary."

In the statement regret was expressed for the delay ordered by the committee on the construction of the central artery but it was insisted that it would be unreasonable to criticize the committee for the application of economy to this single item while approving the economy supported in the others.

STATEMENT IN PART

The statement in part follows:

No one who attended the hearings upon the proposals for school construction loans could fail to come to the conclusion that the proponents of the loans were far from agreed as to the best program of construction or as to the necessity of particular items of the various programs suggested. We agree with the committee that there is every need at the present time for a careful re-examination of Boston's school building needs, and we hope that when such a re-examination is undertaken some consideration will be given to the heavy burdens now borne by the real estate owning taxpayers as well as to the ever expanding desires of professional educational theorists.

The committee has done well to put a definite check upon the liberal spending habits of the school committee in the matter of new buildings by requiring the committee to come to a definite and well considered conclusion as to what they want before asking for the authority for enlarged borrowings. The amount authorized should take care of this year's essential needs.

The restriction on the airport borrowing is also well warranted. The sum recommended (\$250,000) is entirely adequate to assure the development of the present airport to a point where it can receive a federal AIA rating. The recent development of the autogiro should lead us to be cautious in making extensions of airports. The airplane of the future will undoubtedly require far less space for landing and taking off than is now necessary.

BATTLE OF THE MILLIONS DUE IN THE LEGISLATURE THIS WEEK OVER ELY'S FINANCE PROGRAM

By W. E. MULLINS

The reckless abandon with which Amos and Andy discuss millions in their nightly radio ramblings in the realm of high finance is picayune in comparison with the huge amounts around which the legislative deliberations will revolve this week on the measures for financing the cost of government for this year.

In the House on Tuesday afternoon the debate will be begun on the general appropriation bill and the special borrowing measure for the development of the state prison colony at Norfolk. When and how it will end none can foretell. Although surrounded by a multiplicity of technical details and legislative entanglements, the issue actually is simple.

It comes down to this consideration: Gov. Ely would spend a total of \$83,412,062 during this year; the House ways and means committee recommends that only \$75,492,072 be appropriated. Obviously the Governor, without the aid of some legerdemain, cannot spend the amount he would with the appropriation laid out for him. George Washington probably could. He threw a silver dollar across the Potomac, but a dollar went farther in these days.

The Governor and the Republican House organization differ on the principle on which he would expend that difference of \$8,000,000 between the asking and the giving. Mr. Ely says that the way to aid the current economic depression is to launch an ambitious spending program on public works to provide employment for the idle and thus put money into circulation, while taking advantage of the prevailing low building costs. The Republicans say the solution is to hitch up your belt and save money.

SOLID DEMOCRATIC SUPPORT

At the outset of the pending struggle for supremacy the Governor starts with solid Democratic support in both branches, considerable strength among the insurgent Republicans in the House and favorable sentiment in the Senate to obtain an expansion of the recommendations of the House appropriations committee.

The Governor has been deliberating on a compromise plan which he will submit in an endeavor to persuade the Republicans to expand the appropriations by borrowing money on a bond issue. The Republicans, committed to the pay-as-you-go policy, will resist his attempt to mortgage the future finances of the state.

A week ago the Governor declared that he would veto the budget bill unless revised. That is a curious threat. There is absolutely nothing in the measure that he doesn't want. What, then, would he veto? Such disapproval would be directed against his own proposals and the departmental conduct of the state.

His greatest opposition is against any increase in the state tax. That does not come in the budget bill. The state tax goes to the Legislature on his recommendation at the conclusion of

the session. It is the difference between the estimated income and the expenditures authorized in the budget. Without obtaining a two-thirds vote at enactment for a borrowing measure any additional inclusions in the budget measure, accordingly, must come from the state tax.

The Legislature is considerably behind time. It may be all of 10 days before the budget eventually is signed. It may get through by the end of this week, which is extremely doubtful. Last year it was signed on March 14. It will be a full month behind that schedule this year.

CURLEY'S MEASURES

Placed aside of the discussions of so many millions of dollars on the state's program Mayor Curley's difficulties with the municipal finance committee pale into comparative insignificance. Unfortunately for him, his bills seeking authority, to borrow outside the debt limit are likely to conflict with the more important state appropriation measures and accordingly fail to command the attention to which they normally would be entitled.

Meanwhile his crusade for one-half the permanent 2-cent gasoline tax for the cities and towns has been lost in the shuffle, with scant chance of obtaining passage of the measure when it finally comes up for deliberation. In any event, the mayor will have gained considerably favorable publicity in the hinterlands through having persuaded the mayors and selectmen that he has been fighting the Legislature in their interests.

It must have been slightly embarrassing to him to have the committee on municipal finance slash his program so ruthlessly within a few hours after the session he had held in City Hall with a group of Democratic legislators from Boston, at which he waved the threat of political reprisals at the next election if they fail to support his gasoline tax cutback measure.

The mayor's only close friend on the committee is Representative George P. Anderson, Back Bay Republican, and it is doubtful if he can wield sufficient influence among his associates to persuade them to listen to the mayor's request for reconsideration of their report and more liberality. Mr. Curley was particularly incensed at the scrapping of the arterial highway project which had been widely supported by business organizations throughout the city.

TROUBLE STILL AHEAD

The legislators have been beset from many quarters recently and troubled times lie still ahead of them. Their taxation measures have aroused resentment against them, while the House members have become extremely unpopular with their Senate brethren for having repeatedly passed the buck on bad legislation.

The Governor has a curious problem coming up in the House tomorrow. The coalition of Democrats and liberal Republicans passed a bill some time ago to reduce the minimum limit of the old age assistance act from 70 to 65 years. Subsequently the Governor declared that he was opposed to the liberalizing revision, in spite of his inaugural ad-

dress quest for a change in the age limit.

Having asked for the change, the Democrats, with the aid of the insurgent Republicans, gave it to him. Now he asks them to turn about face and restore the former age limit of 70 years. The bill comes back to the House tomorrow from ways and means with an unfavorable report. An agreement has been reached to kill it on voice vote so that the boys may evade being placed on record, but an attempt will be made to force a roll call. Having gone on record once in favor of it, many of the Democrats are reluctant to shift, particularly in view of the bill's popularity with many of their constituents.

The Governor also has been threatened with embarrassment by the Senate unless he exerts more control over the House Democrats in the passage of questionable legislation. One bill in particular which aroused the ire of the Senate was engrossed Thursday in the House. It demands legislative approval of all departmental rules and regulations before they become operative.

WOULD HAMPER WORK

Such a bill would hamper the departments and commissions to a great extent as well as increase the burden of work in the Legislature. The Senate plans to pass the bill in spite of its objections and force on the Governor the responsibility of accepting it. Of course, it had to have some Republican support, otherwise it could not have been pushed through the House, but party discipline has been lacking in that branch throughout the session.

The legislation for reapportioning the congressional districts has been plunged into a perplexing state by the attempt that will be made to get a bill through which will circumvent interference by the Governor with a veto. The committee, however, will proceed with its present plans calling for the presentation of several different methods from which one will be selected.

According to the 1930 census the population of the state was 4,249,614. The pending legislation calls for the elimination of one of the present 16 districts. Accordingly, the quota for each of the proposed districts has been set at 263,307. Every district will require some shifting of lines. The smallest is the 15th with a population of 224,448, and they range from that figure all the way up to the 13th which has a population of 334,489.

A table showing the present population of each district is given below. Figuring from the basic quota of 263,307 it may be figured out what the revision will attempt to do in reducing or enlarging the various districts.

1. Treadway	250,921
2. Granfield	192,065
3. Foss	243,190
4. Holmes	263,531
5. Rogers	256,241
6. Andrew	230,996
7. Connery	237,911
8. Dallinger	330,729
9. Underhill	233,164
10. Douglas	226,294
11. Tinkham	236,572

CURLEY HITS LACK OF ARMY ON 'ARMY DAY'

Only 492 Officers and Men in
State, He Says in
Proclamation

Lack of army forces in Boston and the state was criticized yesterday by Mayor Curley in a proclamation of Army Day tomorrow.

The day is the 14th anniversary of the entrance of the United States into the World War.

"This day has been designated as Army Day, but from the standpoint of national defense and preparedness it is apparent that we have lost sight of the true meaning of the day.

"The act of Congress making provision for the year ending June 30, 1930, contemplated an average enlisted strength of approximately 118,750 men, or one soldier for every 1035 members of our population.

8 FORTS UNMANNED

"At the present time there are neither officer nor enlisted men at Forts Andrews, Heath, Ruckman, Strong, Duvall, Revere, Standish or Warren.

"The total number of men at all regular army posts and stations in Massachusetts at the present time is less than 500 men, the actual figures being 116 officers and 376 enlisted men.

"At Camp Devens the entire organization numbers but 20 men.

"At Boston airport but two men are to be found, one in the air corps and one in the medical.

"At the great armory in Springfield but 15 men are regularly assigned and 30 enlisted men attached. The headquarters force at Watertown arsenal consists of 11 officers and one man; the ordnance school, 19 officers and one man and the medical department one officer and three enlisted men.

PROPAGANDA RIFE

"A more serious situation has never been in evidence in the history of our country upon Army Day and unless public opinion crystallizes in favor of adequate national defense the decimation of army and navy will continue until, in the sacred name of economy, America may one day be found defenseless.

"Propaganda directed against

the maintenance of the Reserve Officers Training Corps and the Citizens Military Training Camps is general and from public platforms, pulpits and educational institutions. The voice of the internationalists is heard demanding that the most efficient and least expensive form of national preparedness be destroyed."

GAS AND WATER SLOWING DOWN SUBWAY WORK

Governor Sq. Extension De-
layed by Encountering Un-
expected Obstacles

Unexpected difficulties are being encountered in constructing a of the subway extension from Governor sq. to Brookline, due to water 12½ feet below the surface.

The situation is further complicated by hydrogen sulphide gas in two of the shafts.

Neither of these situations would constitute a serious problem, construction engineers say, but for the fact that both street and railway traffic must be uninterrupted.

Still another complication is created by the necessity for shifting the city water supply mains, which now pass under Governor sq. through two 48-inch castiron pipes.

The greatest care is being exercised to avoid a break like the one which occurred there on July 23, 1921, and resulted in more than 500,000 gallons of water pouring into the Boylston st. subway.

The tangle of pipes and conduits under the street intersection west of Governor sq. is being rebuilt in new locations and other utilities now are moving their underground structures.

On the north side of Beacon st. a new 48-inch steel water main is being installed. On the south side of the square a second main of similar size and improved construction is being laid.

The force of 900 men engaged in three daily shifts of eight hours each is to be materially increased within a few days.

Excavation on the whole job, which it is estimated it will take the greater part of two years, is about 20 per cent completed.

CURLEY TO FACE NEW MONEY FIGHT

Mayor Curley will meet opposition tomorrow in his attempt to have the joint legislative committee on municipal finance reconsider his \$31,000,000 in municipal projects.

The committee has eliminated all but \$3,500,000, including slashing of the proposed Airport development project from \$1,250,000 to \$250,000.

Representative Leo M. Birmingham of Brighton, minority leader in the House, a member of the joint committee, declared last night he would oppose giving the mayor any further hearings.

"I don't think further hearings are necessary," he said. "If the Mayor has not been able to persuade the committee so far, I don't see how he can do so in another hearing.

"If they open up these hearings again, there is no reason why they shouldn't reopen all the others for those sponsors who wish it."

However, the two chairmen of the joint committee said yesterday they were in favor of giving Mayor Curley further opportunity to be heard.

Senator Samuel H. Wragg of Needham said:

"I will call a meeting of the committee for Monday and ask the members if they wish to hear the Mayor again."

Rep. George P. Anderson of Boston declared:

"I am in favor of hearing the Mayor in executive session on any added information he has to give the committee."

NEWS WOMEN TO BE MRS. ELY'S GUESTS

Mrs. Joseph B. Ely, wife of the Governor, will greet newspaper women at the second annual spring luncheon to be given in their honor tomorrow at Hotel Statler at 1 p. m. by Mrs. Bradbury F. Cushing, wife of the manager of the hotel.

Mrs. William S. Youngman, wife of the lieutenant-governor, and Miss Mary Curley, daughter of Mayor Curley will be honor guests with Mrs. Ely.

5 Globe 4/6/31

FORGETTING LESSONS OF WARS, SAYS CURLEY

Army Day Proclamation
Issued by the Mayor

Declares We Are Drifting Back Into Unpreparedness

Mayor Curley's proclamation on Army Day tomorrow declares that we are again losing sight of the lessons on need of preparedness taught us by the Spanish and World Wars. He calls particular attention to the attenuated Army representation in New England. The proclamation says, in part:

"The 14th anniversary of the entry of the United States officially as a participant in the World War will be observed on Monday, April 6.

"This day has been designated as Army Day, but from the standpoint of national defense and preparedness it is apparent that we have lost sight of the true meaning of the day. The act of Congress making provision for the year ending June 30, 1930, contemplated an average enlisted strength of approximately 118,750 men in the Regular Army of the United States, or one soldier for every 1035 members of our population.

"The United States, while dedicated to peace, should not overlook the obligation that the protection of American citizens, both at home and abroad requires.

"It is estimated that the wealth of the United States is greater than the combined wealth of six other leading Nations and without adequate national defense may constitute a menace to the continued security and safety of the Nation and its people. Apparently we are drifting into the identical channel responsible for unwarranted loss of life and wealth in the Spanish American and World Wars, due to our disregard of the lessons there learned which never should be forgot, namely, the value of reasonable preparedness in times of peace."

The Mayor calls attention to the fact that there are neither officers nor enlisted men at the following posts in Massachusetts: Fort Andrews, Fort Duval, Fort Heath, Fort Revere, Fort Ruckman, Fort Standish, Fort Strong, Fort Warren.

The total number of men at all Regular Army posts and stations in Massachusetts he says is 116 officers and 376 enlisted men.

"A more serious situation has never been in evidence in the history of our country, upon Army Day," he says, "and unless public opinion crystallizes in favor of adequate national defense the decimation of Army and Navy will continue until in the sacred name of economy America may one day be found defenseless."

LAST TRIBUTE PAID DANIEL V. MCISAAC

Notables Attend Services
in Back Bay Home

Representatives of the bench, the bar and the public life of the State and the city attended funeral services for Daniel V. McIsaac, formerly of South Boston, ex-member of both branches of the Legislature and ex-assistant district attorney of Suffolk County, at his home, 468 Audubon road, Back Bay, yesterday afternoon. The services were held at the home because of the rules of the Catholic church which forbid requiem services during the closing days of Holy Week. A solemn high mass of requiem will be sung tomorrow morning at 9 o'clock in St Cecilia's Church, Belvidere st.

The services yesterday, were conducted by Rev John J. Fletcher, acting pastor of St Cecilia's Church, assisted by Rev Daniel J. Lynch, S. J., treasurer of Boston College. There was a special program of music by the Joseph Ecker Quartet.

So great was the number of friends desiring to attend the final services many of them could not be accommodated in the house and these remained outside during the services.

Bearers were Abraham C. Webber, Joseph A. Dennison, Richard A. Shaw, Charles Gaston Smith, Hubert McLaughlin, John McAnarny, Dr Robert N. Daley and Thomas O'Connor.

As the body was carried from the house to the hearse, a delegation of the Charitable Irish Society, of which Mr McIsaac was a past president, formed a lane on either side of the stone steps.

Burial was in St Joseph's Cemetery, West Roxbury.

Among those attending the services were:

Mayor Curley, Sheriff John A. Keliher, Judge Richard Walsh of Dorchester Court, Ex-Congressman Joseph H. O'Neil, Dist Atty William J. Foley, Ex-Lieut Gov Edward P. Barry, Traffic Commissioner Joseph A. Conry, Ex-City Councillor Francis J. W. Ford, Judge William J. Day and Ex-United States Atty Thomas Lavelle.

AWARDS CONTRACT FOR 350,000 POUNDS CASTINGS

A contract calling for about 1,350,000 pounds of castings amounting to \$37,303 was awarded today by Mayor Curley to the Mechanics Iron Company of Roxbury, the lowest bidder. The castings are to be used in sewer work, etc.

Post 4/5/31

LIVES LOST WHILE CITY, BOARD ROW

Councillor Demands Two Agree on Crossings

Protesting that motorists and pedestrians were being killed and injured for want of traffic lights at parkway intersections, City Councillor Albert L. Fish of Dorchester last night demanded an agreement between the Metropolitan District Commission and the Boston Traffic Commission as to the ownership of the crossings and the responsibility for erecting signal lights.

TWO VIEWPOINTS

Chairman Davis B. Keniston of the commission stated the squares of land belonged to the city, but Chairman Joseph A. Conry of the Boston Traffic Commission was equally certain that they were the property of the Metropolitan district.

Chairman Keniston stated that to his knowledge the Metropolitan Commission had no authority to install traffic signal lights. He claimed that the Metropolitan parkways stopped at the intersections of city streets and then continued on the opposite sides of the crossings.

He declared that the city of Everett installed the signal lights where the Revere Beach parkway intersects Broadway and Main street. Also, he said, the city of Medford paid for the traffic lights where the Mystic Valley parkway intersects Main street.

In advising the Boston Traffic Commission, however, Corporation Counsel Samuel Silverman reported that under the law the city of Boston could not install traffic lights on the Old Colony boulevard, which, he claimed, was owned by the Metropolitan District Commission. He insisted that the boulevard was a continuous route, crossing city streets at Dorchester.

ANNA MAY WONG, CHINESE MOVIE ACTRESS, VISITS MAYOR



MAYOR CURLEY PRESENTING ETCHING TO ANNA MAY WONG

Anna May Wong, Chinese movie actress, was among the visitors to Mayor Curley's office today. Mayor Curley presented her with a framed etching of Copley sq.

The young woman was accompanied by Dr Tehyi Hsieh, Dr David Kiang and Winton Bee. Miss Wong is appearing at the Wilbur Theatre this week.

The Mayor was rather humorous in his short talk with Miss Wong.

After the usual introduction he told her he understood that she was in a "rather tough show," and he guessed he would "have to have Mr Casey take a look at it."

"I understand you commit suicide in this show," said the Mayor, and then with a smile added, "must be rather strenuous to commit suicide eight times a week."

"The committee has done well to put a definite check upon the liberal spending habits of the School Committee in the matter of new buildings by requiring the committee to come to a definite and well-considered conclusion as to what they want before asking for the authority for enlarged borrowings. The amount authorized should take care of this year's essential needs."

Airport Curb Praised

"The restriction on the airport borrowing is also well warranted. The sum recommended (\$250,000) is entirely adequate to assure the development of the present airport to a point where it can receive a Federal A-1 rating. The recent development of the autogiro should lead us to be cautious in making extensions of airports. The airplane of the future will undoubtedly require far less space for landing and taking off than is now necessary."

"The postponement for a year of any action on the Central Artery may delay slightly the fullest use of the new East Boston Tunnel upon its completion two years hence. While this is to be regretted, and the Boston Real Estate Exchange is on record as favoring a start on the work this year, it would be unreasonable to criticize too severely the application by the committee to this item of the same principle of drastic economy which we heartily approve in the other items of their program for the city. Perhaps this delay can be turned to good account and a program presented next year more comprehensive in scope and more likely to accomplish promptly the desired aims."

Tunnel Calls for Study

"The broad problem of opening up quick access to the Boston entrance of the new tunnel in such a way that it will be used to capacity not only for local but for through traffic and of relieving traffic congestion in downtown Boston should be studied as a unit, and undertaken in a way to accomplish real results instead of beginning with a bite here and there."

"I personally believe, that until our Planning Boards and our people recognize the fact that no amount of street widening and cutting of new streets can give free and uninterrupted movement of traffic so long as heavy streams of intersecting traffic are allowed to cross the main artery at grade, we shall not get results to justify the expenses involved."

"Before long, I think, students of the problem will be drawn inevitably to the conclusion that an express highway, probably involving overhead construction, at least at important intersections, will be necessary to carry the through traffic from North of Boston to the routes leading South from the city and to furnish speedy access to the downtown district."

"With such an express highway, it has been estimated that a very considerable percentage of the traffic along the proposed Central Artery will be 'through' traffic following at least a portion of Federal Route No. 1 which runs from Maine to Florida. But unless the proposed street widenings and changes are considered as a unit, the 'through route' nature of the construction is apt to be lost from sight."

"Upon the construction of an important section of that 'through route' Boston should receive not only State aid from the State highway fund, but also Federal aid. The Mayor should be given all possible cooperation by civic organizations in a determined attempt to obtain that State and Federal aid."

REALTY MEN PRAISE CURB ON CITY FUNDS

Laud Legislative Reports on Schools and Airport

Boston Exchange Comment Favors Study of Tunnel Traffic Problem

The Boston Real Estate Exchange, through the chairman of its committee on legislation, Edwin D. Brooks, has issued a statement commending the Municipal Finance Committee of the Legislature for "its courageous and economically sound report" on various pending bills intended to authorize Boston to borrow outside her debt limit.

The Brooks' statement approves the propositions of reexamination of local school-building needs and of "checking liberal spending" by the School Committee, favors restriction of airport

borrowing and also postponement for a year of action on the Central Artery scheme in the hope that a better plan may result a year hence.

Text of Statement

Following is the text of the statement:

"The Committee on Municipal Finance of the Legislature has just taken a courageous and economically sound stand in its report upon the various bills seeking authority for Boston to borrow outside the debt limit. The committee properly has taken the position that borrowing by the city during the present year of depression should be permitted only to the extent that it was absolutely necessary."

"No one who attended the hearings upon the proposals for school construction loans could fail to come to the conclusion that the proponents of the loans were far from agreed as to the best program of construction or as to the necessity of particular items of the various programs suggested."

"We agree with the committee that there is every need at the present time for a careful reexamination of Boston's school building needs, and we hope that when such a reexamination is undertaken some consideration will be given to the heavy burdens now borne by the real estate-owning taxpayer as well as to the ever-expanding desires of professional educational theorists."

Globe 4/6/31

HERALD 4/6/31

CAPTAIN OF BANANA STEAMER PAYS A VISIT TO CITY HALL



MAYOR CURLEY PRESENTING ETCHING TO CAPT WILLIAM J. MATHERS
OF UNITED FRUIT COMPANY

Left to Right—Mayor Curley, Lester W. Minchin, United Fruit Company; Capt Mathers

Commemorating the 60th anniversary of the arrival in Boston of the schooner Telegraph, with the first load of bananas to this port, Capt William J. Mathers of the steamer San Gil of the United Fruit Company, today called on Mayor Curley.

Capt Mathers' steamer arrived this morning with 40,000 bunches of bananas. The original shipment of the Telegraph, commanded by Capt Lorenzo D. Baker, was 400 bunches, on the 85-ton schooner.

Lester W. Minchin, manager of the United Fruit Company, accompanied Capt Mathers to City Hall. They were photographed with Mayor Curley, and the latter presented to Capt Mathers an etching of the old port of Boston, showing an old square rigger in the foreground.

From now until September will be the peak of the banana business, and the weekly arrival in Boston is estimated at from 115,000 to 225,000 bunches.

Post 4/6/31

THOSE DINNERS

The question of how much a legislator is entitled to charge for his dinner at the expense of the State is a delicate one. The little flare-up over the dinner of the committee on municipal finance revealed that one member was able to get filled up at a cost of \$1.35, while others required as much as \$4 worth of food.

The explanation is, probably, that the \$1.35 man had a tender stomach which would not take kindly to the more substantial and expensive foods, while the \$4 men were blessed with good, husky appetites.

The State, which pays the bills, can hardly object to a legislator satisfying his appetite. A good dinner may well put a legislator in a better frame of mind to tackle the tough problems of legislation.

BOSTON SCHOOL COSTS

The figures cited by Chairman Frank A. Goodwin of the finance commission in his Mail Bag letter of this morning strengthen the point which we tried to make in the editorial to which he refers. We were not "attempting to show that the Boston schools are being run economically." We think that they are not. We think that they have been and are now conducted uneconomically. We believe that there has been similar lavishness in many other school departments in Massachusetts.

We have seen little evidence here or elsewhere that the persons who administer our schools have been any more skilful or farseeing in the conduct of affairs than officials in charge of other branches of the government. In general, the head of a school, police, fire, health, highway, hospital, or any other bureau thinks that his own is entitled to special consideration. Usually he asks for the maximum appropriation. The amounts wasted in the name of public education are enormous, and we doubt that the measures recommended by the survey committee of the finance commission would act as a check. We believe that some of its suggested remedies would make the situation in Boston far worse.

The figures we used in obtaining an average expenditure per pupil were those for the total registration for the school year of 1929-30 as the chairman intimates. Those were used simply because they showed the total potential size of our school population. Two other totals in the report of the superintendent show the average number of pupils "belonging" which is the total used by Chairman Goodwin, and the average number of pupils "attending." These three averages per pupil figure out thus: With a total registration of 165,529 the average cost for the year was \$117.42; with 143,457 "belonging," the average was \$135.49; and with 132,529 "attending" the average rises to \$146.65.

Certainly these figures, as Mr. Goodwin says, are "interesting for the home owners and rent payers," although we think the people begrudge money spent for education less than money spent for any other department of municipal administration, provided always the money is well spent. It may be recalled that only a fortnight ago we stated that Boston spent in 1910 on teachers' salaries \$3,258,000, and that in 1923 the total had almost tripled, standing at \$11,588,000. We now add the total in the superintendent's report, taken from the report of the business manager, which shows that in the calendar year 1929 the salaries of principals, teachers and members of the supervising staff amounted to \$11,652,433.49.

Shakespeare, in "Julius Caesar," warned against lean, hungry-looking statesmen as dangerous to the public welfare. Therefore, it is well not to dwell too strongly upon the cost of occasional legislative dinners. When we elect a man to office we must take chances on his appetite. Our highest officials, entitled to automobiles at the expense of the State or the city, rarely fail to pick out the best. We expect them to travel in style.

AMERICAN 4/6/31

MAYOR HELPS PICK VENIRE FOR NEXT GARRETT TRIAL



MAYOR CURLEY
Mayor Curley shown supervising the drawing of the names of men who will compose the juries in the May term of court—the term at which the third trial of Oliver B. Garrett is expected to take place.

ASST. CITY CLERK HINES
The drawing took place in the council chamber, and the mayor's presence was a surprise. A total of 326 names were drawn. (Staff photo.)

TRANSCRIPT 4/6/31 Curley Presides at Drawing of Jurors

For the first time in years a mayor of Boston today presided over a drawing of jurors by the City Council. The significance in departure from custom lies in the fact that the City Council was called upon to furnish a venire for the Suffolk Superior Court, from which the third Garrett case panel will be selected.

The law states that whenever the City Council is called upon to draw jurors the mayor must be notified and either accept or reject the privilege of presiding. The city messenger always grabs his white mace and goes to the floor below to inform the mayor's office of the pending duty. Usually, the mayor is not in the building at the time, and if he is the practice is for him to ignore the invitation. Today Mayor Curley responded at once and with no comment.

TRAVELER 4/6/31 MARKING TIME ON CURLEY MEASURE

Legislative Committee Delays Report

The legislative committee on municipal finance, which has before it Mayor Curley's program for the expenditure of \$31,000,000 for municipal improvements, will take no action for several days, it was stated today.

The committee last week slashed the proposed program to \$3,500,000, and the mayor expressed hope that the committee would reconsider. No bills will be reported upon until the next meeting, Chairman Samuel H. Wragg of Needham said today.

GUESTS OF HONOR AT NEWSPAPER WOMEN'S LUNCHEON



MRS. W. S. YOUNGMAN

MRS. JOSEPH B. ELY

MRS. BRADBURY F. CUSHING

MISS MARY CURLEY

Mrs. Ely, Mrs. Youngman and Miss Curley were guests of honor at a luncheon given at the Hotel Statler today by Mrs. Cushing, wife of the manager of the hotel, to women in news-

paper work in Boston. It was the second annual spring luncheon to be given by Mrs. Cushing to the local women reporters. (Staff photo.)

GIRL SCRIBES ENTERTAINED

Girl scribes of Boston and out-of-town newspapers for a brief respite forgot their writing duties and enjoyed the hospitality of Mrs. Bradbury Cushing, wife of the manager of the Statler Hotel, today.

With Mrs. Ely, First Lady of the State; Mrs. William S. Youngman, wife of the lieutenant-governor, and Miss Mary Curley, daughter of Mayor Curley, as special guests of honor, 27 newspaper women gathered around the festive boards for the second annual luncheon conducted by Mrs. Cushing.

An evening purse was presented to the hostess by the girls.

Those who attended the luncheon were: Paula Paterson, Mrs. Ruth Bodwell, Grace Davidson, Post; Betty Alden, Ruth Mugglebee, Francis Baird, Alice Burke, American; Alice Williams and Mary Mahoney, Sunday Advertiser; Anne Lawless, Rebecca Farnum, Mrs. Bowles, Transcript; Mrs. Mary Mahoney, Corrine Danforth, Miss Sanger, Shirley Milliken, Globe; Mrs. Frances Blanchard, Mrs. Elizabeth

Perry Whitely, Herald; Mrs. Harriet A. Parker, Hotel and Travel News; Alice B. Melville, Laura A. Tirrell, Lynn Evening Item; Maude Lothrop, Quincy Patriot Ledger; Mrs. Helen Shure, Belfast, Me., and Mrs. Grace Wing, Portland, Me.

COMMITTEE TO DECIDE ON HEARING MR CURLEY AGAIN

Senator Samuel H. Wragg of Needham, Senate chairman of the Legislative Committee on Municipal Finance, announced today that he has called an executive session of the committee for next Wednesday, at which it will be determined whether the committee will give a hearing to Mayor James M. Curley on the bills that the committee has voted to report affecting Boston.

The committee has voted to report favorably on bills for appropriations totaling \$3,500,000 out of a possible \$31,000,000 asked for by various officials of the city. Mayor Curley believes that if he is heard by the committee, he can convince its members they should report measures on which they recommended "reference to the next annual session."

It will be up to the committee members to decide whether or not they will give the Mayor another hearing.

GLOBE 4/6/31 CURLEY SEES DRAWING FOR NEW GARRETT JURY

As Mayor Curley sat by and watched the proceeding, the names of 300 citizens, from among whom will be selected the jury which is to participate in the third trial of the Garrett case in the Superior Court's May term, were drawn for service this afternoon by the City Council.

Seldom does a Mayor attend these functions, although the rules of procedure recommend that the act be performed in the Mayor's presence. The process takes half an hour or so, and the Mayor of Boston, usually closely occupied at the time with more important matters, delegates supervision to the city clerk.

Mr Curley thought it best to be present today, however, and accepted the formal invitation of City Messenger Edward J. Leary when it was extended. Mr Curley sat in the chair of Press Joseph McGrath of the Council, and as Councillor Ruby drew each name from the barrel the Mayor scanned the slip of paper and gave each to Asst City Clerk John Hines for recording.

HERALD 4/7/31

PLEA FOR CHARITY MADE BY CURLEY

Mayor Asks for Contributions For Foundations

An appeal for contributions to three distinct Boston charitable foundations, made yesterday in a radio address by Mayor Curley, will be followed by the circulation among residents of Boston of a booklet, prepared by the mayor, emphasizing the value of permanent foundations.

He specified the department of public

welfare, the George Robert White health fund units and the Boston City Hospital fund for free nursing.

The welfare department has a fund of \$1,059,000; the White health fund for the maintenance of the White health units is \$4500 and the free nursing fund is \$38,000. The mayor is hopeful that the welfare foundation will eventually reach \$100,000,000, that the White fund will reach \$5,000,000 and that the hospital nursing foundation will reach many millions.

Hope is entertained by the mayor that lawyers, who are frequently asked to advise the distribution of bequests, will include the three municipal foundations among their lists of deserving charities.

"Every individual," said the mayor in his address, "recognizes the only thing

that counts in the hereafter is what we do of a meritorious character while here; our aim, therefore, should be to do those things that will benefit the many rather than the few.

"The desire to aid denominational causes is commendable but the opportunity to aid worthy causes that represent neither race nor creed nor color has a more potent appeal that is deserving of thought and serious consideration."

In regard to the White health units, for which no provision for maintenance was made by their donor, the mayor pointed out that with the completion of the building program to 10 units, an annual appropriation of \$400,000 must be made. Through the units he said it is hoped to save one of three babies which now die and one in every five mothers who die of childbirth.

CHOBE 4/8/31

OWEN D. YOUNG NOT TO BE ORATOR

Curley Announces Inability to Speak Here July 4

Owen D. Young, appraised yesterday by Mayor Curley as "an admirable candidate for President of the United States," will not be the orator at the municipal observance of Fourth of July in Faneuil Hall.

Announcement by the mayor that Mr. Young had been forced, because of other engagements, to decline the invitation extended him a week ago, was coupled with the assertion that his selection was due to the fact that he was originally a Bostonian.

No invitation will be extended by Mayor Curley to ex-Gov. Alfred E. Smith of New York to substitute for Young. The mayor is positive in his conviction that he knows the sources which are inspiring members of the city council to inject personal political considerations into discussion of municipal business.

In the statement, making known that Young will not be the orator, the mayor said: "I extended an invitation to Owen D. Young to deliver an address on Independence day at Faneuil Hall, because he was originally a Bostonian and we still claim him."

"In my opinion, he would be an admirable candidate for President of the United States. Unfortunately, he is unable to accept the invitation extended by me in behalf of the city of Boston, due to engagements which prevent his being in Massachusetts during the first week of July."

SCHOOL IS NAMED AFTER MRS CURLEY

Jamaica Plain Building to Honor Mayor's Wife

Board Submits Summary of Financial Statement

At a meeting of the School Committee last evening it was unanimously voted to name the new 40-classroom intermediate school on Pershing road, Jamaica Plain, the Mary H. Curley Intermediate School, in memory of the wife of Mayor Curley. In a motion which was carried the order stated, "Mrs Curley was born in Boston and was educated in the public schools of this city. As the wife of the Chief Executive through his several terms of office she took a deep interest in civic affairs."

"Her keen judgment was often an invaluable aid in the many perplexing problems that continually arose. She was a devoted mother, but she found time to give freely of her untiring energy to the many charities of the city."

"The breadth and warmth of her sympathies made also for enduring friendships. Her name will be an inspiration to the boys and girls who will be pupils in this new school."

The new Mary H. Curley School is located a short distance from the residence of Mayor Curley.

Rescind Recent Order

The committee rescinded the recent order to appropriate \$125,000 to build an eight-room addition to the Edwin P. Seaver School and voted to divide the appropriation and build a four-room addition to the Edwin P. Seaver

and a four-room addition to the Edmund P. Tileston School.

A summary of the March 31 financial statement submitted by the business manager follows:

From Jan 1 to March 31:

The expenditures for all items of maintenance under the control of the School Committee amounted to \$3,672,876.86. The expenditures for alterations, repairs, furniture and fixtures for school buildings by the Department of School Buildings amounted to \$202,443.09. The total expenditures for maintenance for the first three drafts of the current financial year were therefore \$3,875,319.95.

The expenditures for lands, plans and construction of school buildings by the Department of School Buildings for the first three drafts of the current financial year amounted to \$731,918.83.

The total expenditures for the first three drafts of 1931 for all school purposes, exclusive of interest and sinking fund charges, were therefore \$4,607,238.78.

Two Teachers Die

The deaths of two teachers were reported, Sarah E. Lovell of the Comins district, retired, and Maud B. Kennerson of the William H. Taft district.

Sarah V. Porter of the Harvard-Frothingham district was retired on a pension, having taught 29 years.

Francis A. Duffey was appointed principal of the Prescott district, Summer Review School. William P. McDonough was appointed principal of the Sarah Greenwood, Summer Review School.

Evening school appointments included Walter L. McLean, Dorchester Evening Commercial High School; Ruth E. Lynch, Dearborn Evening School; Josephine V. Hogan, Washington, and Georgianna M. Cook, Joseph H. Barnes Evening School.

Leave of absence for a year has been granted to Ellen I. Tryon of the Girls' High School, for rest; Clarence B. Hill, junior master, High School of Commerce, for study and travel; Josie E. Evans, classes for conservation of eyesight, for rest; Annie Golden, of the Sherwin, for study and travel; Francette E. Madigan of the Washington-Allston, for study, and Mariot Daniels of the Wells for rest.

Globe 4/7/31

BOSTON PREPARING FOR PATRIOTS' DAY

Bust of H. L. Higginson to
Be Unveiled

"Revere" and "Dawes" Will Ride
as Usual to Warn of Redcoats

Plans for the observance of Patriots' Day by the City of Boston were announced yesterday by Mayor Curley. This year the historic features centering around the reproduction of the famous rides of Paul Revere and William Dawes Jr will take place on Monday, April 20, because the 19th falls on Sunday.

On the evening of the 19th the memorial bust of Henry L. Higginson will be placed in the Higginson Auditorium of the Municipal Building in the South End with exercises to be presided over by Mayor Curley.

The outdoor ceremonies in Boston on Monday morning, the 20th, will begin with flag-raising exercises at City Hall at 9 o'clock, followed by a parade of color guards and representatives from historic, patriotic and veteran organizations to North sq.

On the way a stop will be made for the dedication of a memorial tablet to Boston's famous Colonial architect, Bulfinch, tablet being on St Stephen's Church, Hanover st, which was designed by him.

From North sq at 10 o'clock will go the horseback rider impersonating Paul Revere with mounted cavalry escort. The Mayor will start the rider who will then proceed through Charlestown, Somerville, Medford and Arlington to Lexington, there to be greeted at noon on the Green.

Also at 10 a m another rider impersonating William Dawes Jr will start at John Elliot sq, Roxbury, also with a State cavalry escort and proceed through Brookline, Allston, Harvard sq in Cambridge, Arlington Center to Lexington, there to be received on the Green with ceremonies at noon.

In each of the cities and towns the riders will be received and community programs carried out under the direction of local committees.

The committee from the Citizens' Public Celebrations Association of Boston acts in cooperation with the Boston Director of Public Celebrations, Edmund L. Dolan, and the assistant director, Stanton R. White, in arranging this observance. The personnel of the Boston committee is John B. Archibald, chairman; Henry F. Brennan, Frank Chouteau Brown, Henry I. Lazarus, John H. Noonan, Joseph A. F. O'Neil, James H. Phelan, John A. Farley, Frederick J. Soule, Frank Leveroni, Henry J. D. Small, John A. Scanlon, president, and E. B. Mero, secretary. Chairman for North End, Felix A. Marcella. Chairman for Roxbury, Lawrence J. Lewis; J. Frank Travers, parade marshal.

The Arlington committee chairman is David Wilcox; for Brookline, Fred E. Richardson; Cambridge, Stephen P. Bachosz; Lexington, Maj Edward L. Child; Medford, Maj J. J. Carew.

GERMAN ENVOY WILL VISIT MAYOR TODAY

Von Prittwitz to Bring
Goodwill Message

Dr Friedrich Wilhelm von Prittwitz und Gaffron, German Ambassador to the United States, will visit Mayor



DR VON PRITTWITZ UND GAFFRON

Curley at City Hall at 10:30 o'clock this morning. He is coming with a goodwill message from the German people. The official party will have a police escort during the time the Ambassador is here.

The distinguished diplomat was born in Stuttgart, Sept 1, 1884; studied at Bonn and Berlin. He received his LLD at Leipzig. He married Marie-Louise, nee Countess von Strachwitz, and has one daughter, Marie-Elizabeth.

He was with the branch of the Dresdner Bank, Frankfurt; began foreign service at Berlin in 1908; was attache of the German Embassy at Washington in 1908-09; was attached to the Foreign Office in Berlin in 1910, then became secretary and later second secretary of the embassy at St Petersburg, Russia, 1911-14.

He saw army service in the World War, was wounded and transferred to the Bureau of Foreign Service, later to the Chancellery of the Reich. He was consul at Trieste, 1920, and counselor of embassy at Rome, 1921-27. He was appointed Ambassador to Washington in 1928.

Dr von Prittwitz was German delegate to the International Agricultural Institute at Rome in 1924-26, was co-editor Die Deutsche Nation, 1919-25. He is a member of the Metropolitan Raquet (Washington) and Union (Berlin) Clubs. His home is at Tutzing, Oberbayern, Ger.

GET CITY HELP BUT OWN CARS

Probe Reveals Two
Persons With Autos
Aided

Although an inspection of the official poor relief records yesterday failed to reveal that coal orders have been sent to persons living in steam-heated lodging houses, as charged by City Councilman John F. Dowd, investigation by Finance Commission probers revealed that two recipients of city aid are owners of registered automobiles, and have paid the compulsory insurance premiums.

CONTINUE PROBE

The investigation of the Dowd charges went on through the day, as efforts were made to check by record, the coal delivery accusations.

The search for city records of the alleged coal deliveries was made by Secretary Walter V. McCarthy of the Board of Overseers of Public Welfare.

He stated that the inspection would continue today at the charity headquarters building in an effort to determine what agency was responsible for sending coal orders to three different persons living at 664 Massachusetts avenue, South End, a centrally-heated rooming house.

Officials of the New England Coal & Ice Company of Dorchester, he said, were unable to find orders from the overseers of public welfare to deliver 1500 pounds of coal within two weeks to a single young man living in a heated room at that address, as charged by City Councillor John F. Dowd of Roxbury.

To Produce Proof

The Roxbury Councillor, however, last night reiterated his accusations that the "executives at the charity headquarters were engaged in coal racketeering," and he stated that he would produce delivery slips of the company to prove his contention that the coal was delivered to the lodging house against the wishes of owners of the house and the three persons applying for poor relief.

Records in the office of City Auditor Rupert C. Carven disclosed that the overseers of public welfare has spent \$131,679 for 7580½ tons of coal up to March 10 this year, paying \$16.50 a ton when delivered in half-ton lots, and \$17 a ton when delivered in quarter-ton lots.

Post 4/7/31

RECORD 4/7/31

POST 4/7/31

Mayor Honors G. A. R. National Commander



Mayor James M. Curley, second left, shown yesterday at City Hall as he presented a ship's clock to National Commander James E. Jewell of the Grand Army of the Republic. Past State Commander James Webb is at the left, with Miss K. G. Rainier, national president of the Women's Relief Corps at the right.

Ladies of the G. A. R.

Have Meeting and Drill

The city of Boston which despatched the first volunteer troops to every great American war has no need to fear Communism, Major Charles T. Harding, election commissioner, told the members of the ladies of the Grand Army of the Republic in the American House last night.

Harding, who was representing Mayor Curley, thereby politely took issue with the address of Mrs. Margaret Grandele of Kansas, national president of the organization, who had urged her Massachusetts sisters to beware of Communism inasmuch as the number of Communists in the Bay State had jumped 2000 to 8000 in two years.

The ladies presented a pretty flag drill at the opening of the meeting. Mrs. Annie T. Santos of Wakefield, newly chosen president, presided. Other speakers included Lieutenant-Governor Youngman, ex-Mayor Nichols, State Commander Turner of the G. A. R., State Commander Walter Lombard of the Spanish War Veterans and others.

BEQUESTS TO CITY SOUGHT

Mayor Asks \$16,000,000 to Endow Services

Seeking to raise \$16,000,000 as a permanent memorial fund to make at least three of the city's services self-supporting forever, Mayor Curley yesterday appealed to the lawyers of Greater Boston and to the taxpayers of wealth and standing to remember the city in their wills.

The Mayor voiced his request for contributions to the municipal trust funds in a radio talk from the microphone in his City Hall office through Station WNAC, but he announced that within a week he will send out booklets on the matter to lawyers who draw up wills and wealthy people who sign them.

As to the purposes of such funds, the Mayor suggested \$10,000,000 for the overseers of public welfare poor and unemployment relief fund; \$5,000,000 for a fund to maintain the 10 health units erected with the income from the \$6,000,000 George Robert White Fund, and finally \$1,000,000 to provide special nurses for worthy cases at the City Hospital.

Donations or bequests made to these funds would bear the names of the donors, creating a memorial for all time, as the interest only would be used each year, while the principal remained intact forever, the Mayor explained.

AMBASSADOR OF GERMANY HUB GUEST

For the first time in 26 years a German ambassador will today be the guest of Boston. He is Dr. F. W. von Prittwitz und Graffon, and he will remain here until Friday when he returns to Washington.

The ambassador will arrive here at 10:20 a. m. and, as the result of Mayor Curley's request last night, will be guarded by a special detail of police. His program calls for visits to the mayor, governor and Cardinal O'Connell today. He will lunch at Dunster House, Harvard College.

Tomorrow he will be the guest of K. Von Tippelskrich, German consul here, at a tea. Tomorrow night he will be tendered a reception by the United German-American Societies at Arbeiter Hall, Roxbury.

Ask More Bequests for City Charities

Mayor Curley announced in a radio talk over WNAC yesterday that he would have a booklet printed for distribution among Boston lawyers urging them to think of city charities when clients having wills drawn ask suggestions about leaving their money.

The booklet will recommend as first suggestion the Public Welfare Department of the city. Through the years this department has received bequests now totalling \$1-

Mayor Presents Gift to G. A. R. Commander

As Boston's tribute to the G. A. R., Mayor Curley yesterday presented to National Commander-in-chief James E. Jewell of Fort Morgan, Col., a beautiful ship's clock, when the latter called at City Hall to pay his respects to the chief executive.

The commander-in-chief was accompanied by Past State Commander James H. Webb of Quincy, Miss Kate G. Raynor, president of the national Women's Relief Corps, Mrs. George A. Hines of Waltham, State senior vice-president, and Miss Vivian Howard Streeter of Greenfield, escort to President Raynor.

Globe 4/7/31

W. R. C. IN ITS 52D ANNUAL CONVENTION

Several Hundred Visitors
Join Delegates Here

Pres Anna B. Howard Pays Tribute
to Deceased G. A. R. Members

The 52d annual convention of the department of Massachusetts, W. R. C., was held yesterday at the Hotel Statler with delegates from every section of the State present, in addition to several hundred visiting members.

Mrs Anna B. Howard, president, opened the convention, and, following the opening exercises, which consisted of prayer by Mrs Fairbanks, singing, and the flag salute, the national president, Miss Kate G. Raynor of Cleveland, and the national patriotic instructor, Mrs Annie Poole Atwood of Wollaston, were officially greeted. They were accompanied by a large delegation from the department of Rhode Island, including Mrs Laura I. Smith of Providence, past national senior vice president and some officials who were elected at the annual convention of that State in Providence, Monday.

Messages of greeting were sent to past department presidents who were absent on account of illness.

Greetings were received from Mayor Curley, Mrs Emma W. Campbell of Minnesota, past national president; Mrs Florence B. McMannis, department president of Maine; Mrs Lillian M. Cross, department president of Vermont; Mrs Flo Jamison Miller of Illinois, past national president, and others.

Given Honor of City

Through the courtesy of Mayor James M. Curley, the honors of the city of Boston were extended Mrs Rayn, national president, who was escorted to places of historic interest, and was served luncheon at the Colonial Inn in Concord.

Mrs Ella F. Long, past department president, was appointed chairman of the committee on courtesies in place of Mrs Emily L. Corey.

Department Commander Charles Appleton of the Sons of Union Veterans of the Civil War extended greetings, referring to the interest that exists between the two organizations.

Announcement of the death Monday evening of Mrs John E. Gilman, past national president, cast sadness over the convention.

Services were held in memory of Mrs Lena M. W. Snow and Mrs Eva T. Cook, past department presidents, who died during the year, and Mrs Alice I. Moulton, a member of the executive board.

Mrs Agnes H. Parker, past national president, paid a tribute to the memory of Mrs Snow, Miss Mary E. Elliot, Mrs Cook and Mrs Annie B. Howard, to Mrs Moulton and the 373 other members who have died during the year. Mrs Hallie Whitney of the executive board paid tribute to the memory of Mrs Annie E. Tuttle of Lowell, a past department inspector.

Post 4/7/31

GANDHI MUST PUT CLOTHES ON HERE

Mayor to Give Him Royal Welcome
But Crowley Says Indian Costume
Won't Be Allowed

Mayor Curley, in view of the proposed visit of Mahatma Gandhi, the Indian leader, to America is to send him a warm invitation to visit Boston.

"We will give him a royal reception here," said the Mayor last night. "He is one of the world's great figures and Boston will be proud to entertain him."

But Superintendent of Police Michael H. Crowley, himself an admirer of Gandhi, declared last night that the Indian leader must put some clothes on if he expects to make a public appearance here.

"We can't let any man appear on the streets here in very much less than a one-piece bathing suit," said the superintendent. "We shall insist that he be suitably clothed."

Thus, apparently, complications may attend any Gandhi visit here. The Indian leader is firm in his insistence that he will appear in London and America in his simple loin cloth, which is his only costume in India.

TO CAMP IN THE BACK YARD

He has notified Prime Minister Ramsay MacDonald that he will appear in his usual costume and also that instead of living at the prime minister's home he will make himself comfortable in the back yard and do his own cooking. This is to be his programme in America if he comes.

So far Prime Minister MacDonald has raised no objection to Gandhi's plans, either on account of his clothing (or lack of it) or his plans for the simple life in London.

But Superintendent Crowley issues the warning in advance that loin cloths do not go here and that he will meet Gandhi at the station to make sure that he puts some clothes on before appearing in public.

As to whether Gandhi would be allowed to camp out in some public place here and cook his own meals the superintendent was a bit hazy. He thought that part of the programme hardly came within the scrutiny of the police department.

When informed of Superintendent Crowley's position the Mayor refuse to comment, saying any such situation would be met if it arose.

Chase 4/7/31

LADIES OF G. A. R. WARNED TO GUARD AGAINST COMMUNISM

Mrs Margaret Grandle of Kansas, National President,
Says Times Call For Upholding American Ideals

A warning to be on constant guard against Communistic encroachments in this country was sounded last night by Mrs Margaret Grandle of Kansas, national president of the Ladies of the G. A. R., speaking at the reception to the G. A. R. held by the ladies at the American House.

Mrs Grandle said that "never was there a time when we needed to stand more staunchly for our American ideals than the present, and it is the duty of our organization to preserve these ideals for our children and our children's children."

Maj Charles T. Harding, election commissioner, representing Mayor Curley, told of "the proud record of Boston and Massachusetts" in sending the first volunteers in every war and said that as long as there are such organizations as the Ladies of the G. A. R. existing in this city and State there need be no fear of Communists getting a hold here.

The greetings of the Commonwealth were extended by Lieut Gov William S. Youngman. Other speakers were Ex-Mayor Malcolm E. Nichols, Past Department Commander James Webb, representing National Commander James Jewell; Department Commander Waldo Turner, Past Department Commander Henri Batchelder, Asst Adjt Gen James E. Mitchell, Maj Gen Walter Lombard, department commander of the United Spanish War Veterans; Mrs Fanny Marshall, department president of the Daughters of Union Veterans, and Mrs Sadie Waelde, national lady vice commander of the Army and Navy Union.

Mrs Cora Baker Elected

The program included the trooping of the colors, dancing by Miss Eleanor Barbrick, Miss Evelyn Lane and solos by Miss Zoe Musgrave.

The reception brought to a close the first day of the 39th annual department convention of the Ladies of the G. A. R., at which Mrs Cora Baker of Billerica was elected department president.

Mrs Annie T. Santos of Wakefield, retiring president, was elected councillor; Mrs Edith Ogilvie of Malden, senior vice president; Mrs Bessie E. Griffin of Arlington, junior vice president, and Mrs Adaline A. Balch of Billerica was reelected treasurer.

A number of delegations from allied organizations were present, those in attendance including National Commander James Jewell and Past Department Commander James Webb of the G. A. R.; Charles Parker, commandant of the Soldiers' Home, Charlestown; Chester White, past department commander; Loring Taylor, district commander, and Albert Gore, past department commander, of the Massachusetts Department, Sons of Union Veterans. In the morning Mrs Irene Hurley, department president of the V. F. W. Auxiliary, and Mrs Bessie Hawkins, past national president of the V. F. W. Auxiliary, were present.

Reports Given

The convention was opened by the department president, Mrs Annie T. Santos of Wakefield, who presented to the assembly Mrs Margaret Grandle, national president of the Ladies of the G. A. R. of Kansas, and Mrs Mae Sutton and Mrs Theo Redfurn, past department presidents of Rhode Island.

Reports were then given by Mrs Santos, who told of work done by the department during the past year; by the senior vice president, Mrs Cora Baker of Billerica; the junior vice president, Mrs Edith Ogilvie of Malden; the department treasurer, Mrs Adaline Balch of Billerica; department secretary, Mrs Stella I. Frost of Haverhill; councillor, Mrs Molly Burt of Lynn; department chaplain, Mrs Lillian V. Nelson of Haverhill; department inspector, Mrs Eva Phillips of Dorchester, and department register, Mrs H. Maria Ward of Lynn.

A memorial service for deceased members and comrades of the G. A. R., was conducted by Mrs Nelson, department chaplain. Several appropriate selections were sung by Mrs Vera Dever.

THINKS YOUNG WOULD BE FINE CANDIDATE

Presidential Timber, Says
Mayor Curley

But He Can't Accept Invitation to
Speak in Faneuil Hall

The statement was made in the City Council on Monday by Councilor Kelly that Mayor Curley was firing the opening gun in the campaign for Owen D. Young for President. Yesterday the Associated Press, according to Mayor Curley, asked him if he was supporting Owen D. Young, and Mayor Curley gave the following statement:

"I extended an invitation to Owen D. Young to deliver an address on Independence Day at Faneuil Hall because he was originally a Bostonian and we still claim him.

"In my opinion he would be an admirable candidate for President of the United States. Unfortunately he is unable to accept the invitation extended by me in behalf of the city of Boston, due to engagements which prevent his being in Massachusetts during the first week in July."

Post 4/7/31

CLUE TO POISON PEN WRITER

Now Checking Handwriting
of Back Bay Man

A definite clue to the writer of the "poison pen" letters to Mayor Curley, his daughter, Mary, and more than a score of other prominent Bostonians, was in the hands of the police last night. The man is living in Belvidere street, Back Bay.

Police Inspector George V. Augusta, especially assigned to find the writer, has obtained writing of the man and is having this compared with the writing on the "poison pen" letters. Among the recipients of the letters was Police Commissioner Hultman.

A New York handwriting expert is comparing the handwriting of the suspect.

GLDDE 4/7/31

URGES REQUESTS TO BOSTON ACTIVITIES

Mayor Curley Makes an Address Over Radio

Asks Public Welfare, White Fund, Free Nursing, Money

Mayor James M. Curley, in a radio broadcast over Station WNAC at 4:15 yesterday afternoon, called attention to a booklet he is sending to lawyers, taxpayers of wealth, in order that they can call to the attention of persons making wills the excellent activities, three in number of the city, which are greatly in need of large and small contributions.

His desire is that the Public Welfare Department, the George Robert White Health Fund Foundation and Free Nursing at the Boston City Hospital be established with sufficient funds so that, in event of depression, they can function perfectly without city funds, necessary for other purposes.

The Mayor's radio address was, in part:

Obligation to City

"One of the chief difficulties in making a will is the determination of charities to which one may apportion a share of his or her worldly goods.

"Every individual owes an obligation to the city or town in which he lives or in which his wealth was accumulated, but unfortunately this obligation is too frequently disregarded, not intentionally, but thoughtlessly.

"The desire to aid denominational causes is commendable but the opportunity to aid worthy causes that represent neither race, creed nor color has a more potent appeal that is deserving of thought and serious consideration.

"Every individual recognizes that the only thing that counts in the hereafter is what we do of a meritorious character while here; our aim, therefore, should be to do those things that will benefit the many rather than the few.

"The Public Welfare Department was reorganized in 1921 when the name was changed from Overseers of the Poor to Overseers of the Public Welfare.

"The number of the abject poor in crowded aggregations of the people seems appalling to the sensitive mind. Human misery demands human sympathy. The difficult problem is to relieve, but not to pauperize, and calls for judicious management.

Public Aid Expenditures

"We have some realization of how serious the problem is in our own city when we realize the estimate for 1931 for aid in the Public Welfare Department will be in excess of \$6,000,000, as against an average annual outlay of about \$2,500,000. At the present time 24,000 persons are being aided through the Public Welfare Department. To provide the money necessary for the

proper conduct of the activities of this department makes necessary the strictest character of economy and the highest degree of efficiency in the administration of every other branch of the municipality. It means suspension of activities that it is common for the city to undertake during normal periods and, notwithstanding that every agency that can be brought to bear is brought to bear to relieve the situation, it gradually becomes just a little bit more intolerable. Were it not for the generosity of the women and men in the past who have made generous contributions to aid the Public Welfare Department, the condition might be more serious at the present time.

"Any individual who has a desire to help his fellow Americans and his fellow Bostonians, without regard to race, creed, or color, has opportunity by making provision in his will for allotment of certain of his worldly goods for the relief of the Public Welfare Department. Any such contribution will bear the name of the donor, and as long as the city exists as such, will continue to be of benefit to the relief of the worthy poor of Boston.

White Fund Health Units

"The second great benefaction in which Boston is interested is known as the George Robert White Health Units. George Robert White, a most generous Bostonian, provided that \$6,000,000 of downtown realty become the property of the city, the income to be expended for such works of public utility and beauty, for the use and enjoyment of the inhabitants of the city of Boston. Unfortunately, no provision was made in the will for the maintenance of these institutions. There are seven operating at the present time, the cost of which is \$40,000, or a total of \$280,000 annually. It is proposed that the program shall continue until 10 units are in operation. We have some realization of the value of these units when we realize that in one unit, in the North End, the first year of its operation 84,000 men, women and children wended their way there to this great oasis for the conservation of public health and secured advice and treatment, both medical and surgical, gratis.

"In the opinion of eminent medical authorities, when the 10 White Health Units are in operation it will be possible to save one in every three babies that now die and one in every five mothers that die of childbirth. No such humane contribution has ever previously been made in the history of any American city. We have some appreciation of how the world at large views this great benefaction when we realize that, started in 1922, there are today more than 1300 health units in operation throughout the entire world. We are endeavoring to create a foundation of \$5,000,000 for the maintenance of the White Fund Units.

Boston City Hospital

"The City Hospital, in 1864, opened for the needy and worthy of Boston, and, in 1865, 1167 patients were treated. In the year 1930, 27,721 were treated in the main hospital and nearly 350,000 in the out-patient department. Among these patients there are a great many that for scientific reasons and for their own personal comfort should have the services of a special nurse. Because of limited funds this service has been curtailed for scientific use and can only be had when actual necessity requires it.

"In 1913, the trustees were given \$10,000 by one who desires that his name be not disclosed but who recognized the need of special nurses. Later

other donations were made to this trust amounting to \$1723. This, added to the \$10,000 were placed in the custody of the City Treasurer of Boston. It yielded an income of approximately \$625 a year. Other trusts have been created since that time totaling \$32,820.52, which are likewise in the custody of the City Treasurer. The income therefrom at the present time makes available for the hiring of special nurses, the sum of \$2645, annually.

"The amount so secured is by no means sufficient to carry out the purposes intended, as the scientific and humanitarian value thereof cannot be over-estimated.

"Annually, there are in the vicinity of 1000 boys and girls, men and women, sent to the City Hospital that require 24-hour nursing service and are unable to get it. A nursing means the saving of many lives and if you can contribute to this foundation you will be making a most worthy contribution to a most worthy cause."

INVESTIGATING CHARGES MADE BY COUNCILOR DOWD

Charges of Councilor Dowd in the City Council Monday that coal had been sent to four men living in a steam-heated lodging house on Massachusetts av from the Department of Public Welfare, and that neither the men nor the owner of the house wanted it, are being investigated by the Public Welfare Department.

Walter V. McCarthy, secretary of the Department, said last night that records of the department were searched yesterday, but a check of the records failed to locate any order requesting or any order showing delivery of coal to the Massachusetts address. He said that to go through all the records would be a tremendous job, but it will be resumed today and possibly something relating to Councilor Dowd's charge will be found and made public.

Past 4/7/31 HUB WON'T SEE OWEN D. YOUNG

Mayor Announces Inability to Visit City

Owen D. Young, because of pressing engagements at the time, will not deliver Boston's Fourth of July oration from the stage of Faneuil Hall, it was announced last night by Mayor Curley at City Hall, explaining the decision did not result from the City Council row of the previous day.

The Mayor explained: "I extended the invitation to Mr. Young because he was originally a Bostonian, and we still claim him. In my opinion he would be an admirable candidate for President of the United States. Unfortunately he is unable to accept the invitation extended by me in behalf of the city of Boston, due to engagements which prevent his being in Massachusetts during the first week in July."

TRANSCRIPT 4/8/31

Taking Note of Banana Anniversary



Mayor Curley Felicitates United Fruit Company

(Photo by Frank E. Colby)

Municipal Gift of Etching of Boston Harbor with Square-Rigger in the Background, Presented to Lester W. Minchin, Vice President of the Fruit Despatch Company (Center), and in the Presence (Right) of Captain William J. Mathews of the Steamer San Gil, Which Brought 4,000,000 Bananas Into Port Yesterday on the Sixtieth Anniversary of the First Cargo

TRAVELER 4/8/31

Mary Curley School

IT is a gracious act of the school committee to name the new intermediate school on Pershing road, Jamaica Plain, in honor of the late Mary Curley, wife of the mayor of Boston.

Dr. Joseph V. Lyons of the committee suggested the name of the new forty-classroom building which is being erected within sight of the mayor's home. Every mother will approve of the choice of the name because every one of them knows what a glorious mother Mrs. Curley was.

Post 4/8/31

MAYOR GETS "ORDERS" TO DROP YOUNG

Council Demands Invitation Be Recalled After Fiery Debate--Curley Will Ignore Request

Capping a noisy meeting with a flood of bitter debate, the City Council late yesterday "ordered" Mayor Curley to recall his invitation to Owen D. Young and instead ask former Governor Alfred E. Smith to deliver Boston's July Fourth oration at Faneuil Hall.

"TOOL OF DONAHUE"

To which the Mayor responded last night that the "order" was not worth the paper on which it will be typed and submitted today for his consideration, in view of the fact that under the charter the legislative branch of the city government has no authority in the matter.

The order had been killed in executive meeting, but when it was brought out on the floor again by Councillor Francis E. Kelly of Dorchester it was adopted, as the members, facing reelection in a few months, hesitated to be placed on record as "opposed to Smith."

The Dorchester councillor was branded by Councillor Thomas H. Green of Charlestown as a "tool of Daisy Donahue, who has thrown a couple of loaded dice into the City Council in an attempt to wreak his vengeance on the Mayor."

Defiance to Donahue

Referring to Chairman Frank J. Donahue of the Democratic State committee, who has been appointed to direct the finance of the city of Fall River, Councillor Green shouted, "I will not be bluffed by you or stampeded by you, Donahue, and to the people of Fall River I say 'God help your city.'"

Councillor Green declared that as a delegate to Democratic national conventions, he had cast his vote every time, beginning in 1924 and again in 1928, for Alfred E. Smith for President, and within the past two days he had filled out a questionnaire agreeing to vote for Smith again. But he insisted that he would not be "stampeded" by the Kelly order.

Kelly in Attack on Mayor

At the instance of Councillor James

Hein, Brighton Republican, the Kelly order was amended to read that nothing in the order "may be construed as an attempt to interfere with the prerogatives of the Mayor."

It was Councillor Kelly who first brought Chairman Donahue's name into the meeting when he repeated accusations made against Mayor Curley by Donahue in the last gubernatorial campaign, and "guessed" that the accusations must have been right.

Mayor Curley's invitation to Owen D. Young was characterised by Councillor Kelly as an attempt on the part of the Mayor to "ally himself with the corporate powers and oppose Governor Ely for the governorship two years from now."

Republicans Hit at Kelly

"We don't want a corporation magnate and engineer as our Democratic presidential candidate," said Kelly to the Council. "We already have had enough of engineer Presidents. And I resent the Mayor trying to groom a billionaire man for President," protested Kelly.

Councillor Robert Gardiner Wilson, Jr., Dorchester Republican, interrupted his Democratic colleague to ask if he had a personal presidential candidate for whom he was speaking, after Councillor Herman L. Bush, Roxbury Republican, protested that Kelly was making a political speech and was out of order.

Kelly replied that Massachusetts was still in favor of former Governor Smith and would continue to back him until he should come out publicly and state that he would not run.

A third Republican member of the Council, Dr. Seth F. Arnold of the Back Bay, pressed for executive session, though he explained that he had no particular objection to washing the Democratic linen in the open.

WELFARE OFFICIALS ATTACKED

Dowd Charges Coal Given Hub Poor in Heated Rooms

Charging that the overseers of public welfare were allotting coal instead of cash to the jobless in centrally-heated rooming houses, City Councillor John F. Dowd of the South End, late yesterday accused the welfare officials of "coal racketeering" and demanded an explanation.

DRIVERS DUMPED COAL

Three different roomers at 664 Massachusetts avenue, South End, he claimed, ordered the drivers of the New England Coal & Ice Company of Dorchester to take the coal back to the city charity headquarters, but the drivers dumped the coal and the head of the rooming house finally agreed to take it in payment for their rent.

The South End councillor protested that \$60 worth of coal was delivered in the last three months to an unmarried young man, who did not want it because his room was a heated room. In this case, he said 1000 pounds was delivered March 18 and 500 pounds on April 1.

Puts Blame on Executives

He did not name the recipients of the coal aid, explaining that under the law it was illegal to make public the names of persons on the poor list, but he insisted that all three roomers as well as the head of the rooming house were honest.

"This coal racketeering is being carried out not by the poor," shouted Dowd, "but by the executives at the overseers of the public welfare." He demanded that Chairman Simon E. Hecht of the welfare board look into the matter and report to the Council.

Delivered in Small Lots

At the charity administration building Secretary Walter V. McCarthy stated that it would require at least a day for the officials to investigate the charges and make a reply.

As for the overseers paying \$17.50 a ton for the coal as compared with only \$12.28, the price paid by the city for its other departments through Purchasing Agent Philip A. Chapman, it was explained that the coal for the poor was delivered in small lots, frequently 100-pound bags, while the coal for the city institutions was delivered in five-ton loads and unloaded with a chute.

COUNCIL IN ROW OVER AL SMITH

Kelly Tries to Substitute
Him for Young as 4th of
July Speaker

GREEN HITS DONAHUE AS INSPIRING PLAN

The city council engaged in a bitter political fight yesterday over the attempt of Councilman Francis E. Kelly of Dorchester to influence the council to substitute Ex-Gov. Alfred E. Smith for Owen D. Young as the Fourth of July orator in Faneuil Hall.

Before the Kelly order was passed, with an amendment which made it meaningless, Councilman Thomas H. Green of Charlestown severely attacked Chairman Frank J. Donahue of the Democratic state committee, whom he accused of inspiring Kelly to "use loaded dice" for the purpose of blocking a political plan attributed to Mayor Curley.

"There isn't any Donahue or any other man, however exalted he may be," shouted Green, who voted for Smith at the New York and Houston conventions and who is prepared to vote for him again in 1932, "who is going to stampede me or put me on the spot."

Then, raising his voice so that he could almost be heard throughout City Hall, he yelled: "Donahue, I refuse to be bluffed by you and all I can say to the poor people of Fall River is 'God help your city!'"

POKE FUN DURING SCRAP

During the scrap among the Democrats, Councilmen Seth Arnold and Robert Gardiner Wilson, Jr., professed their allegiance to the Republican party, and took advantage of numerous chances to poke fun at their colleagues.

Kelly's order called on the director of public celebrations to ask Mayor Curley to invite Smith to be the holiday orator.

"Sort of a second hand invitation?" queried Wilson. "I'm not in favor of that because I would look upon it as a deliberate affront to a Democratic leader."

Kelly charged that the plan of the mayor to invite Owen D. Young to be the orator was an attempt to arouse interest in the presidential candidacy of Young, at the expense of the taxpayers. In their behalf Kelly made a vigorous objection and called for a divorcing of the holiday observance from the 1932 presidential contest.

Among other things hurled at the mayor by Kelly was the charge that he was not sincere in his support of Smith in 1928, but that his activity was camouflage to conceal his determination to promote selfish political ambitions under the guise of the Smith candidacy.

"Now" continued Kelly "he's lining up the aristocrats and the highbrows for Young in order that he, himself, may be a candidate for Governor next year." Kelly insisted that if any Democratic presidential aspirant is to be invited to do any oratorical work on Independence day it should be Smith.

ORDER NULLIFIED

In executive session the Kelly order was rejected but Democrats who were angry because of the position in which they had been placed, conceived a method of passing the order and at the same time nullifying its meaning.

They attached an amendment to the effect "that the action of the council should in no way be construed as interference with a prerogative of the mayor." He has sole authority to select the orator.

The amendment aroused Kelly who confessed that his colleagues were resourceful politicians who could outsmart him.

Before the vote was taken Councilman Green launched his attack on Donahue. He charged that Donahue was continuing his tactics of the last gubernatorial campaign and that he had inspired Kelly to present his order for the purpose of "throwing loaded dice into the council," to bother the mayor.

Declaring that Donahue could not stampede him, Green recalled that in the New York 1924 convention he was one of eight Massachusetts delegates who had loyally supported Smith, that he repeated at Houston in 1928, and that he had lately signed a questionnaire in which he pledged his support to the New York Democrat next year. The amended order was accepted 15 to 3 despite the appreciation by the Democrats in the council that they have no authority to trespass on the mayor's prerogative to pick the orator.

MRS. CUSHING HOSTESS AT STATLER LUNCHEON

Newspaper Women of Boston Guests
At Elaborate Affair

Mrs. Bradbury F. Cushing, wife of the manager of the Hotel Statler, entertained yesterday at an elaborate luncheon for newspaper women of Boston, including among her guests several from other cities. Mrs. Joseph B. Ely, wife of the Governor, motored down from her home in Westfield to attend the luncheon as a special guest of honor. Mrs. William S. Youngman, wife of the Lieutenant-Governor, and Miss Mary S. Curley, daughter of Mayor Curley, were other special guests.

Mrs. Helen Shute of Belfast, Me., and Mrs. Grace Wing of Portland, both newspaper women in their home cities and friends of Mrs. Cushing's, were among the out-of-town guests.

Others were Mrs. Alice B. Melville and Miss Laura A. Tirrill of Lynn, and Mrs. E. Maude Lothrop of Quincy. Those from Boston included Mrs. A. Lincoln Bowles, Miss Rebecca Farnham and Miss Anne Lawless of the Boston Transcript; Paula Patterson (Mrs. Holland), Mrs. Ruth Bodwell, Miss Grace Davidson and Miss Alice Burke of the Boston Post; Miss Elizabeth Sanger, Miss Shirley Mulliken, Miss Corinne Danforth and Mrs. Mary Mahoney of the Boston Globe; Betty Alden (Mrs. Tracy), Mrs. Frances Baird and Miss Ruth Mugglebee of the Boston American; Miss Alice Williams and Miss Mary Mahoney of the Boston Advertiser; Miss Agnes Carr of the Boston Traveler; Mrs. Harriet A. Parker of the Hotel magazine; Mrs. Elizabeth Whitley, Miss Gwendoline Albee and Mrs. Frances Blanchard of The Boston Herald, and Mrs. Frederic A. Cooke of the hotel.

New Police Station Garage for Brighton

Branding the Brighton police station garage as a fire menace to the patrolmen and the people in adjoining buildings, Police Commissioner Hultman yesterday made a successful appeal for a new building, which will cost \$25,000.

The City Council approved the necessary loan order recommended by Mayor Curley after Chairman Herman L. Bush of the finance committee read into the records the police commissioner's criticism of the present quarters.

GLOBE 4/8/31

NEWSPAPER WOMEN HONOR GUESTS AT LUNCHEON

Mrs. Bradbury F. Cushing was hostess yesterday in the Hotel Statler at a luncheon for newspaper women at which Mrs. Joseph B. Ely, wife of Gov. Ely; Mrs. William S. Youngman, wife of Lieut. Gov. Youngman, and Miss Mary Curley, daughter of Mayor Curley, were guests of honor.

Mrs. Cushing, wife of the manager of the Hotel Statler, announced that she plans to make such a luncheon an annual event.

Mrs. Ely made a short address congratulating the women writers on their choice of careers. Mrs. Youngman and Miss Curley also made brief addresses. An instrumental trio played during the luncheon.

Shortly before the luncheon was climaxed by the appearance of an ice castle concealing dessert. Mrs. Cushing was presented an evening bag from her friends the newspaper women. An illuminated verse accompanied it, the verse written by Miss Agnes Carr of the Traveler and the illuminated lettering the art of Miss Gwendoline Albee, club editor of the Herald.

Two newspaper women from Maine were among those at the head table. They were Mrs. Helen Shure of Belfast and Mrs. Grace Wing of Portland.

Other guests were:

Mrs. Fred A. Cooke, special representative at the Statler; Mrs. Paula Patterson of the Post; Mrs. A. Lincoln Bowles of the Transcript; Miss Elizabeth Sanger of the Globe; Mrs. Frances Blanchard of the Herald; Mrs. Elizabeth Perry Whiteley of the Herald; Miss Ruth Bodwell of the Post; Miss Anne Lawless of the Transcript; Miss Shirley Mulliken of the Globe; Miss Alice Williams of the Advertiser; Miss Mary Mahoney of the Advertiser; Mrs. Tracy, who writes under the name of Betty Alden, on the American; Miss Rebecca Farnham of the Transcript; Miss Carr of the Traveler; Miss Albee of the Herald; Mrs. Mary Mahoney of the Globe; Mrs. Frances Baird of the American; Miss Grace Davidson of the Post; Miss Alice Burke of the American; Mrs. Harriet A. Parker of the Hotel and Travel News; Miss Alice B. Melville; Miss Laura A. Tirrill and Miss Ruth L. Curtis of the Lynn Evening Item; Mrs. Maude Lothrop of the Quincy Patriot Ledger and Miss Corine Danforth of the Globe.

Jamaica Plain School to Be Named In Honor of Mayor Curley's Wife

A unique tribute was paid the memory of Mrs. Mary H. Curley by the Boston school committee last night when it was voted unanimously to name the new intermediate school on Pershing road, Jamaica Plain, in her honor. It is the first time in the history of the city that a school has been named after the wife of a mayor. With the order, went the following tribute:

Mrs. Curley was born in Boston and educated in the public schools of this city. As the wife of the chief executive through his several terms of office, she took a deep interest in civic affairs. Her keen judgment was often an invaluable aid in the many perplexing problems that continually arose.

She was a devoted mother, but she found time to give freely of her untiring energy to many charities of the city. The breadth and warmth of her sympathies made also for her enduring friendships. Her name will be an inspiration to the boys and girls who will be pupils in this new school.

An unusual feature of the naming of the 40-classroom school is that it is within sight of the Curley home at Jamaica way and Moraine street, Jamaica Plain. If the younger Curley children should continue in Boston schools they would, in the ordinary course of events, be sent to this school, which is now in process of construction.

The suggestion to name the school after Mrs. Curley was first advanced by Dr. Joseph V. Lyons, a member of the school committee, shortly after her death. It received the indorsement of the sub-committee on naming of schools headed by Mrs. Elizabeth W. Pigeon, another member of the school committee. So interested were the members that William Arthur Reilly of the school committee, who was unable to appear at last night's meeting because of illness, telephoned to have his vote recorded, that the action might be unanimous.

Chairman Joseph J. Hurley of the committee announced that only the approval of Mayor Curley is needed to re-allocate \$125,000 and \$4300, originally appropriated for an eight-room addition to the Seaver school in Forest Hills, to two sums to be used for build-

ing four-room additions at the Seaver school and the Francis Parkman school. Action followed a vigorous protest by the parent-teacher association of the Parkman school.

Business Manager Alexander M. Sullivan announced that in the first quarter the school committee had spent \$4,607,238, of which alterations and repairs cost \$202,443; land, plans and construction of school buildings, \$731,918; and \$3,672,876 was expended for items of maintenance under control of the committee. The following appointments were announced:

William F. Gill, to instructor at Brighton High; Margaret M. Jacobs, to industrial instructor at South Boston High; Henrietta Herthel, to Harvard-Frothingham district; Eleanor C. Curran to John A. Andrew district; Elinor B. Lynch to Theodore Lyman district; Barbara E. Ryan to W. H. Taft district; Elinor M. Long to department of household science and art; Rose Smith to Samuel Adams district; Louise W. Vaughan to John Cheverus district; Helen F. Cummings to department of educational investigation and measurement; Annie V. Devine to Quincy district and Grace A. E. McGowan to Ello district.

COUNCIL REFUSES TO CONDUCT PROBE

Defeats Order to Select Committee to Tour Cities

The city council refused yesterday to ask Mayor Curley to select a committee of three to tour the country and investigate the government of the leading cities.

Councilman Dowd offered an order requesting the mayor to select a representative of the chamber of commerce, the real estate exchange and the Central labor union. He compared Boston's tax rate with the lower rates of New York, Philadelphia, Detroit, Cleveland, St. Louis, Baltimore and Chicago, and attributed the local burden to the fact that there is "\$2,500,000 in graft sifting through Boston departments every year."

Dowd charged that the tax rate is 10 per cent. too high and that the methods of government in operation in other cities can be introduced in Boston.

Councilman John I. Fitzgerald blamed the city council for unnecessary expenditures. He attacked both the chamber of commerce and the real estate exchange as agencies which have not contributed to the betterment of local government. The council defeated the order, 15 to 3.

THE INTEREST BURDEN

Money cost more ten years ago than now. In 1920 our cities and towns had to pay from 4½ to 5 per cent. for borrowed capital, depending on the condition of their finances and their consequent credit standing. They are borrowing today at rates a third or more below those of 1920. In 1923 they paid from 3 to 4 per cent.

This means, of course, that there is a temptation to borrow and also that the increase in the interest payments of our cities does not indicate accurately the increase in their indebtedness. Old loans at high rates are liquidated and new loans contracted at lower terms. Therefore, even a small percentage of increase in total interest payments is more significant than if the rates had remained the same.

These facts should be borne in mind in studying such a tabulation as that below. The interest payments of eleven of our cities, taken almost at random, are shown for 1920 and for 1923, the last year for which complete figures are available; also the total interest payments for all our cities together for those years. It must be kept in mind that these are the interest charges only on the general loans of the cities in question. The totals do not include the cost of temporary loans made in anticipation of the payment of taxes, nor the charges on loans incurred for public service enterprises. The interest assessments for metropolitan sewer, park and water costs are also omitted.

Position	1920		1923	
	Tot. Interest Payments	Interest on Gen. Loans	Interest on Gen. Loans	Tot. Interest Payments
Boston...	\$6,477,000	\$3,166,000	\$3,371,000	\$7,094,000
Worcester	605,000	272,000	245,000	669,000
Springfield	470,000	320,000	477,000	691,000
Fall River	394,000	284,000	452,000	687,000
Cambridge	539,000	333,000	356,000	562,000
Lawrence	276,000	135,000	200,000	288,000
Pittsfield	141,000	59,000	58,000	116,000
Salem...	136,000	84,000	73,000	119,000
Revere...	110,000	34,000	83,000	189,000
Chelsea...	203,000	92,000	128,000	261,000
Lowell...	306,000	155,000	220,000	330,000
Tot. 39 cities	—	—	—	—
—38 '20	\$13,328,000	\$6,592,000	\$8,201,000	\$15,677,000

Such a tabulation rewards attention. Only three of the cities have reduced the annual charges on their general loans, Worcester, Salem and Pittsfield, and only two, Salem and Pittsfield, show a reduction in total interest payments. On the other hand, Fall River was paying interest on general loans in 1923 more than half as much again as in 1920, Revere was paying two-and-a-half times as much, and Lowell's expenditure had increased nearly 50 per cent.

Where is it all to end? Unless there is a drastic reduction in the grandiose schemes of towns and cities which have operated as if taxpayers could stand an unlimited burden, how much time will elapse before other places than Fall River will be on the verge of bankruptcy, with home rule gone and the commonwealth applying the correctives which the towns and cities themselves should apply?

NEW GARAGE ORDERED FOR BRIGHTON POLICE

A new garage to house the motor vehicles at the Brighton police station was ordered by the city council yesterday. A loan order of \$25,000 was approved after Police Commissioner Hultman had reported the hazard which exists at the building used for years as a garage.

It is a wooden structure, with oil soaked floors, and policemen sleep on the ground floor under conditions which the building department would not tolerate in a privately owned structure.

HONOR FOR LATE WIFE OF MAYOR

Committee to Name New School the "Mary E. Curley"

Terming her a devoted mother and an inspiration to boys and girls, the school committee, last night, voted to name the new 40-room intermediate school on Pershing road, Jamaica Plain, the Mary E. Curley Intermediate School, in memory of the late wife of Mayor Curley.

FIRST TIME IN HISTORY

School officials stated last night it is the first time in the history of the city that a school building has been named after the wife of a Mayor of the city.

The new schoolhouse is one of the finest of the new group of school buildings being erected, and is but a stone's throw from the Mayor's home in Jamaica Plain. Although there are no innovations in school construction in the new building it is recognized as one of the best in the city.

The school committee issued a brief statement in connection with the naming of the new school, calling attention to the fact that Mrs. Curley was born in Boston and educated in the public schools of the city. It also said:

"As the wife of the Chief Executive through his several terms of office she took a deep interest in civic affairs. Her keen judgment was often an invaluable aid in the many perplexing problems that continually arose.

"She was a devoted mother, but she found time to give freely of her untiring energy to the many charities of the city. The breadth and warmth of her sympathies made also for enduring friendships. Her name will be an inspiration to the boys and the girls who will be pupils in this new school."

MAYOR HONORS SHIP CAPTAIN



Mayor Curley yesterday presented an historical sketch of Boston Harbor to Captain William J. Mathers of the S. S. San Gil, United Fruit boat, on arrival of immense shipload of bananas here, marking an unusual event. Left to right: the Mayor, Vice-President Lester W. Minchen of the Fruit Company, and Captain Mathers.

POOR BUSINESS

Mayor Curley will naturally pay no attention to the order of the City Council demanding that he recall the invitation extended to Owen D. Young to be the orator at Boston's Fourth of July celebration. To do so would be a grave discourtesy to a splendid gentleman. Mr. Young will doubtless be cordially received here.

It is fair to presume that he will not convert his patriotic speech into a partisan bid for the presidential nomination. He is a possibility for that honor, to be sure, but only a possibility thus far, and certainly not an active candidate. Indeed to date he has seemed to frown upon talk that would take him from the realm of business into the domain of politics.

It is a little too early to stir up such antagonisms to this or that possible standard bearer. Of course, Governor Smith would be by far the most popular orator who could conceivably be chosen. But he would be loth to

accept an invitation under present circumstances. Anyway it is the Mayor's prerogative to choose the Independence Day speaker and that fact seems to settle it.

MRS. CUSHING HOSTESS TO NEWSPAPER WOMEN

Boston newspaper women and many from cities in and out of the State were the guests yesterday of Mrs. Bradbury F. Cushing, wife of the manager of the Hotel Statler. The occasion was the annual luncheon arranged at this season for the newspaper women by Mrs. Cushing and marked the second to be held.

Mrs. Joseph B. Ely, wife of Governor Ely, was among the guests of honor, who also included Mrs. William S. Youngman, wife of Lieutenant-Governor Youngman, and Miss Mary Curley, daughter of Mayor Curley. About 40 sat down to the luncheon, which provided a happy get-together for the newspaper women workers.

RECORD

4/8/31

A-g-a-i-n!

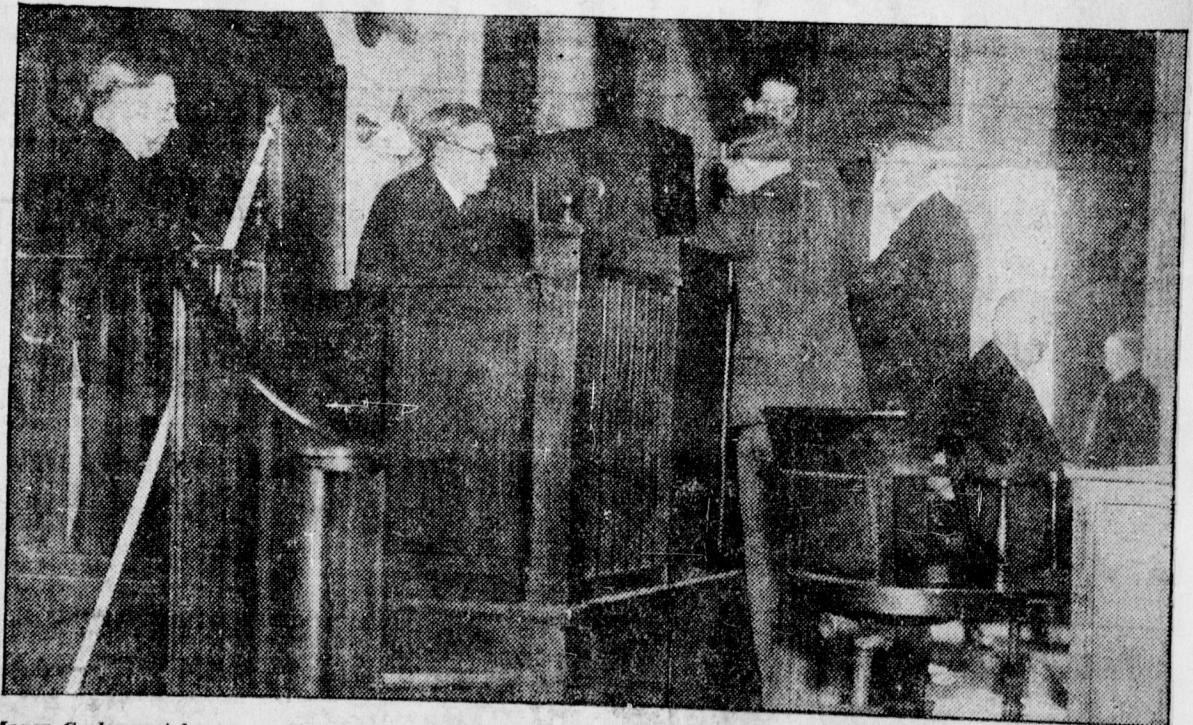
Garrett third trial jury will be chosen from list of 326 names drawn yesterday under supervision of Mayor Curley, left, in city council chamber. Asst. City Clerk Hines, Councillor Ruby, picking names, City Messenger Leary, and City Clerk Doyle, left to right, are shown.



HERALD

4/8/31

DRAWING JURORS WHO MAY TRY GARRETT IN MAY



Mayor Curley watches proceedings. President Joseph McGrath of the city council is at his right. Councillor Israel Ruby, who drew 326 names from the box is handing the slips to City Messenger Edward J. Leary and Assistant City Clerk John B. Hynes. City Clerk Wilfred J. Doyle is seated in foreground.

GH 013 4/8/31

COUNCIL IN WRANGLE ON FOURTH'S ORATOR

Vote to Substitute Smith
for Owen Young

Kelly Accuses Mayor of Playing
Politics With "Sacred Day"

At the meeting of City Council yesterday Councilor Francis Kelly introduced an order to substitute Alfred E. Smith for Owen D. Young as the Fourth of July orator in Faneuil Hall.

It appeared that last week newspaper reports were to the effect that Mayor Curley had invited Mr Young to be the orator.

The order passed, but with a rider offered by Councilor Hein of Brighton that nothing in the order could be construed as an attempt to interfere with the prerogative of the Mayor to name the orator.

Councilor Kelly accused the Mayor of using "the sacred day" to play politics with; that the Mayor was going to support Young and start the latter's campaign "on the good old Fourth of July." Councilor Bush objected that a political speech was being made, but was overruled.

"Do I understand that the gentleman from Dorchester (Mr Kelly) has a candidate of his own?" queried Councilor Wilson, and Councilor Kelly said, "Yes, I'm behind the candidate of the country, Alfred E. Smith."

"The invitation," said Councilor Kelly, "is nothing more or less than a play of the Mayor to ally himself with corporate powers." He said the Mayor's campaign for Smith in the old Young's Hotel was nothing but camouflage; that the Mayor was only interested in his own candidacy for Mayor and that next year he would be a candidate against Ely for Governor. The Councilor then referred to alleged charges by Frank J. Donohue, chairman of the State Democratic Committee.

Rights of Mayor

"Do you want the invitation to Young recalled and a second-hand invitation sent to Mr Smith?" asked Councilor Wilson, who then said, "I don't think we ought to put Mr Young or Mr Smith in this position."

Another Republican, Councilor Arnold, moved that the matter be referred to the executive committee. Councilor Bush insisted that the inviting was an executive prerogative and that the Council had nothing to do with it.

"Council interference," said Councilor Bush, "is beyond the bounds of propriety."

In executive session the order failed of action through a parliamentary technicality invoked by Councilor Fitzgerald.

The order was brought up in the chamber and Councilor Kelly made what he said was "his appeal to all Democrats."

Councilor Green declared that he was one of eight delegates in 1924 and again in 1928 and that he voted for Smith on every ballot. He then declared he was going to expose the whole purpose of Kelly's action, "that Donahue is throwing two loaded dice

into the council and is using Kelly as a tool in an attempt to get back at the Mayor. Donahue or no other man, no matter how exalted, is going to stampede me."

"Mr Donahue, I refuse to be bluffed by you and all I can say to the people of Fall River is God help your city," concluded Councilor Green.

The order passed 15 to 3.

The Board of Public Welfare sent coal to three lodgers in a house at 664 Massachusetts av, where heat was supplied, according to Councilor Dowd and though the landlord and lodgers refused the coal, it was dumped into the cellar and the landlord, according to the Councilor, finally credited the \$60 worth of coal to room rent. The landlord, who supplied the heat, said he did not want the coal but had to take it.

The incident was the basis of an order introduced by Councilor Dowd calling upon the overseers of the public welfare to report to the council on the matter of prices paid and deliveries of coal. He made the accusation that there was racketeering, not on the part of the poor, but of the officials of the department and said a man with eight children receiving \$19 a week had been cut to \$17. "Cut down," said Councilor Dowd, "to make it a starvation dole."

Garage at Brighton

Brighton police will get a modern garage at a cost of \$25,000 as a result of an order passed. The order came from the Mayor and was handled by Councilor Bush who referred to a letter from Police Commissioner Hultman.

In the letter the Commissioner said there was an urgent need for a modern garage; that the present one was built for horse-drawn vehicles; is unsafe, dangerous, of third-class construction and the sleeping quarters of the men violate the law.

Councilor Hein spoke for the order and Councilor Gallagher who was absent because of illness, was recorded in favor of it.

"Ought not to pass," was the thumbs down verdict of the Council in executive session on the order introduced by Councilor Dowd for a committee to tour the country and find out why other big cities operate on a lower tax rate than Boston. He wanted the committee made up from the Chamber of Commerce, Real Estate Exchange, and the Boston Central Labor Union.

HERALD 4/8/31

MAYOR ATTENDS JURY DRAWING

Exercises Prerogative as
Men Who May Try
Garrett Are Picked

COUNCILMAN TELLS WAYS OF THE 'FIXERS'

Mayor Curley made certain yesterday that no criticism can be fairly directed at the city council in connection with the drawing of jurors for

the May sessions of the Suffolk superior court, at one of which former Patrolman Oliver B. Garrett is scheduled to be tried for the third time.

Without divulging his intention, the mayor, who years ago made it a regular practice to preside at the drawing of jurors, entered the council chamber, unannounced, and kept sharp watch of the withdrawal by Councilman Israel Ruby, from the revolving jury box, of the names of 326 jurors.

Nine years ago Mayor Curley exercised his prerogative. He refused to make any explanation of his decision to keep a watchful eye over the drawing of jurors; but he emphatically denied that he had been given information about the plans of Councilman Clement A. Norton to insist on his presence at the meeting.

MUST BE NOTIFIED

Statutory law requires that the mayor, if within City Hall, must be formally notified of the receipt of venires by the city council, but the only ordinary compliance with the law is a pretence of City Messenger Leary in lieu of a visit to the mayor's office.

Yesterday the mayor caught the city messenger without the silken hat which he is supposed to wear while acting as escort to the chief executive.

The mayor merely strode into the council chamber, received the gavel from President McGrath and called Councilman Ruby to the rostrum to draw the jurors.

Councilman Norton was prepared to read an address, emphasizing the importance of the Garrett case, calling the attention of the council to the wisdom of the presence of the mayor, and asking for delay until the attendance of the chief executive could be assured.

While Norton insisted that the mayor knew of his plans, the latter denied it and explained his action by the remark that he "just happened to decide to exercise a prerogative."

RUBY RESENTS IMPLICATION

Subsequent to the departure of the mayor Councilman Norton stressed the contention that there can be no criticism of the drawing of the jurors. Councilman Ruby, who invariably is called upon to make the drawing, resented the implication that basis for criticism has existed and vigorously asserted that the presence of the mayor made no difference in the drawing.

Councilman Robert Gardiner Wilson, Jr., revealed the procedure of "jury fixers" by predicting that between last night and the reporting of the jurors at the court house, many will receive anonymous telephone calls and in each instance the caller will make known his willingness "to do business."

"From my observation," said Wilson, "business is not done after a jury has been selected or while a case is on trial. I, in common with other councilmen, know of many complaints made by constituents on the evening of the very day that they have been drawn as jurors. Always it is the same story that an anonymous telephone call has brought the news about willingness to do business."



MAYOR CURLEY PRESIDES AT DRAWING OF JURORS
Left to Right—Pres Joseph McGrath of City Council, the Mayor, Assistant City Clerk Hines, Councilor Ruby, City Clerk Wilfred Doyle.

Curley Presides at Jury Drawing

Wilson Predicts Every Man Named Will Get Phone Call

Developments came thick and fast in the Garrett case and investigations growing out of it yesterday. Some of them were:

Garrett was denied bail despite his attorney's plea that both Garrett and Mrs Garrett are ill and Mrs Garrett is in straitened circumstances.

Dist Atty Foley answered attack of three jurors in last Garrett case with statement that "fixers," not jurors, were shadowed during trial.

Mayor Curley himself presided at drawing of jurors for May term, when Garrett is scheduled to go to trial a third time.

City Councilor Wilson predicted, in speech, that all of the 360 men drawn as jurors would be approached anonymously by phone between now and May term.

City Councilor Dowd called upon Gov Ely to weigh charges of jurors against Foley's office and, if he believes them, to order inquiry

by Atty Gen Warner.

Oliver B. Garrett must remain in custody at the Charles-st Jail until he goes to trial for the third time, which will be sometime during the month of May.

This was decided in Suffolk Superior Court yesterday afternoon, when Judge Harold P. Williams, sitting in the second session, denied motions of attorney Herbert F. Callahan that the default against Garrett be removed and that he be admitted to bail. Judge Williams said he could see nothing that would warrant the removal of the default, and denied the motions on the ground that Garrett's flight while awaiting trial had shown him an unfit person to be admitted to bail.

Mrs Garrett in Need

The fact that Mrs Florence H. Garrett, wife of Garrett and codefendant with him, is in straitened financial circumstances and "is living from day today," was stressed by Mr Callahan in his argument in support of his motions. The attorney for Garrett also declared that Mrs Garrett and Garrett are not in good health.

The motion of attorney Callahan that his client be admitted to bail was the second development of the day in the Garrett case, the first having been a brief statement by Dist Atty William J. Foley, in which the prosecutor answered his critics by declaring that no "HONEST juror" would question the fact that the Government should use every legitimate means at its command to protect jurors and to thwart the efforts of jury fixers.

The statement of Dist Atty Foley was issued in answer to an open letter signed by Frank R. Norton, William H. Dooley and Alexander K. Sutherland, three members of the Garrett jury who praised Foreman Frederick J. Steves of the jury, and criticised the district attorney for inquiring into the actions of jurors who sat on the

case.

Two Other Developments

A third development was the presence of Mayor James M. Curley himself at the drawing of jurors for the May term of court in City Hall. Statute law requires his presence at this ceremony if he is in City Hall at the time it takes place; the Mayor, though this was his first participation in this administration, said that no significance should be attached to his visit.

Still another development was a request from City Councilor John F. Dowd to Gov Joseph B. Ely, in letter form, that he weigh the charges made by three jurors yesterday "that the district attorney's office has hired so-called detectives to tamper with the jury," and, if he believes there is any truth in the charges, order an investigation by Atty Gen Joseph E. Warner.

The public, Councilor Dowd wrote, is "disgusted with the way this case has been handled."

Dist Atty Foley said last night that he had nothing to say at that time in regard to the Dowd letter.

Recalls Voluntary Surrender

The motions that the Garrett default be removed and that Garrett be admitted to bail were offered by Mr Callahan at 4 o'clock. In his argument, Mr Callahan pointed out that although Garrett defaulted last June, he surrendered voluntarily and since the first of December has been a prisoner at the Charles-st Jail.

During that time, he continued, Garrett has been tried twice and the jury in each case has disagreed. The trials, he went on, have been a strain on all the parties involved, particularly on Mrs Garrett, who is not in good health. Garrett's health is not good, either, said Mr Callahan, as he is suffering from sinus trouble.

Defense counsel pointed out that since the prior motion for bail was denied, a second jury has disagreed on the case. He declared that Garrett, if admitted to bail, will have no impulse to flee from trial. He declared that Garrett was a police officer for many years and has no criminal record. Garrett fled as a result of prejudice aroused against him by the publicity given his case.

His Wife Is Now Ill

Mrs Garrett is now ill and her financial condition is bad, said Mr Callahan. "She is living from day to day," he declared. He dropped that subject to say that if Garrett were free he might be able to assist her considerably.

Judge Williams then asked Asst Dist Atty Frederick T. Doyle when the case would be tried for the third time. The assistant prosecutor replied that it would be tried again in five or seven weeks. Asked if he could be more definite, he replied that it is the intention of Dist Atty Foley to try the case in time to have the taking of evidence completed and the case in the hands of the jury before the end of the May court term.

When he received this information Judge Williams denied the motions, saying that he felt the same about the matter as he did at the time he denied the similar motion about two months ago. He said there was no change in conditions, except that Garrett has been in jail for a little longer time, and inasmuch as his jailing was made necessary by Garrett's own action in defaulting, he said he would

TRAVELER 4/8/31

Last Rites Held for Chain Store Pioneer

City Officials, Leading Boston Business Men Attend Funeral Services in Jamaica Plain of Michael O'Keeffe

Prominent personages in the government of the city, as well as leading business men, attended funeral services today for Michael O'Keeffe, pioneer chain grocery store executive in New England. The funeral took place from the home at 61 Pond street, Jamaica Plain. Burial was in St. Joseph's cemetery, West Roxbury.

REQUIEM MASS

Solemn requiem mass for the repose of his soul was celebrated in the Church of Our Lady of Lourdes, Brookside avenue, Jamaica Plain, at 10 A. M. The Rev. Joseph Scanlan, S. J., of Fordham University, New York, a nephew, was the celebrant. He was assisted by the Rev. Arthur Scanlan of New York, and the Rev. Martin Scanlan, two nephews, as deacon and subdeacon. The Rev. James Kelley, pastor of the church, and the Rev. Thomas A. Walsh, pastor of Our Lady of Grace Church, Chelsea, were seated within the sanctuary.

The music of the mass was furnished by the Joseph Ecker quartet, assisted by the regular choir of the church, under the direction of Mary Dolan, organist. Whelan's and Terry's mass music was sung. At the offertory William Coughlin sang "O, Jesu Deus Pacis." At the end of the mass Ecker sang "Our Saviour's Love."

The active pallbearers were Dr. Nicholas D. Drummey of Dorchester, Lawrence Scanlan of New York, Martin Curry of Dorchester, Michael O'Hare of

Belmont, James O'Hare of Dorchester, William McNamara of Winchester, Daniel O'Keeffe of Milton, Charles H. Farnsworth of Brookline.

The offices of the First National Stores, of which the deceased was a director, as well as the stores, were closed from 10 to 11 A. M. Officials of the First National Stores attended, including Charles F. Adams, treasurer.

MAYOR ATTENDS

Others who attended the services were: Mayor Curley and Miss Mary Curley, his daughter; Charles Jacobs, James A. Desmond of the high court finance committee, M. C. O. F.; Public Works Commissioner Joseph A. Rourke, Registrar of Probate Arthur W. Sullivan, John F. Cronin, clerk of the Massachusetts supreme court; City Messenger Edward J. Leary, William H. O'Brien of the public utilities department, James E. Maguire, institutions commissioner; Budget Commissioner Charles J. Fox, Penal Institutions Commissioner William G. O'Hare, Capt. John J. Lydon, soldiers' relief commissioner; former Mayor Daniel A. Whelton, Martin E. Touhy, City Councilman Peter A. Murray, Joseph A. Tomasello of the board of building appeal, Chairman Edward T. Kelly of the board of assessors, Sheriff John A. Keliher, former Senator Henry Fitzgerald, Traffic Commissioner Joseph A. Conry, Deputy Superintendent of Police Thomas F. Goode, City Collector William H. McMorro, and United States Marshal William J. Keville. The church was filled.

Asks \$16,000,000 to Endow Services

Mayor Curley, in his radio talk at City Hall yesterday, appealed to lawyers of Greater Boston and to taxpayers of wealth and standing to remember the city in their wills, that a fund of at least \$16,000,000 may be raised as a permanent memorial to make at least three of the city's services self-supporting. The mayor suggested \$10,000,000 for the overseers of public welfare poor and unemployment relief fund; \$5,000,000 for a fund to maintain ten health units erected with the income from the \$6,000,000 George Robert White Fund, and finally \$1,000,000 to provide special nurses for worthy cases at the City Hospital.

Donations or bequests made to these funds would bear the names of the donors, creating a memorial for all time, as the interest only would be used each year, while the principal remained intact forever, the mayor explained.

Forty Horses to Be Present at Statler Fete

Novel Entertainment Planned for Horse Lovers' Dinner, April 29

By Edward Place

Reports that more than forty horses will be present at the Hotel Statler the night of the third annual horse lovers' dinner, Wednesday, April 29, have aroused a great deal of curiosity as to what this year's novel entertainment will be. The slogan of this first gathering which ladies will attend, is "Forty-seven horses in the show," and although the committee, of which Walter E. Newbert is chairman, is not divulging any secrets, it is understood that the entertainment will surpass the high quality of preceding affairs.

Invitations will be mailed out today by John H. Gilbody, secretary-treasurer of the committee. There has been a tremendous demand for tickets, indicating that the ladies are as ardent to pay homage to "King Horse" as the gentlemen have been the past two years. In 1929 there were over 700 horse lovers at the inaugural dinner, while last year there were about 650. Estimates on the probable attendance this year range from 900 to 1000. There will be ninety-odd tables, ten persons to a table, and they are being rapidly taken.

Governor Ely and Mayor Curley are expected to attend. It is understood that the governor has already accepted the invitation. The list of other speakers is not yet ready for announcement. Among the members of the committee which is sponsoring the dinner are Messrs. Newbert, Gilbody, Adnah Newhart, John R. Macomber, F. Harold Tolman, H. Holl i Crowell, C. H. Traiser W. J. McDonald, Captain Frederick D. Sharp, W. H. Rand, Jr., Henry G. Vaughan, Josiah P. Westcott, Allan J. Wilson, C. Harvey Moore, John M. Carroll, James F. Young, Fred Field, Arthur L. Lewis, Arthur H. Lovesy, Frank G. Trott and Fred Green.

Owen D. Young Not Coming to Boston

Though Mayor Curley reiterates his opinion, despite the City Council's objection, that Owen D. Young would be "an admirable candidate for President of the United States," he makes announcement that Mr. Young cannot accept his invitation to be the Fourth of July orator in Faneuil Hall because of other engagements. The mayor said he invited Young because he was originally a Bostonian.

TRAVELER 4/8/31

German Ambassador Notes Better Feeling



Mayor Curley presenting key of the city to Dr. F. W. von Prittwitz und Graffon, German ambassador, at City Hall, today.

SLASHED CURLEY BILLS TO STAND

Finance Committee Votes Not
to Reconsider Action

The legislative committee in municipal finance today voted not to reconsider its action in slashing Mayor Curley's requested appropriations of \$31,000,000 for public works to \$3,500,000.

The mayor had withdrawn his request for a further hearing before the committee reported the bills.

Under the bills to be reported the city will be authorized to borrow \$2,000,000 on 10-year bonds for school purposes; \$1,000,000 for streets (half of this amount inside the debt limit, the other half outside); \$250,000 on 10-year bonds for improvements at the airport; \$250,000 on 10-year bonds, plus 10 per cent. from revenue, for a municipal building in Charlestown.

AMERICAN 4/8/31

MAYOR GREETES REPAIR CHAMP

The champion shoe repairer of Massachusetts was greeted by Mayor Curley at City Hall today and received the key to the city. He is Karl Gennelly of 455 Broadway, Somerville, who won the title at the fourth annual Shoe Repairers' and Dealers' exposition in Chicago recently.

Gennelly, who is 39 and married, came to this country as an immigrant boy, practically penniless. Today he owns two shoe repairing establishments employing 35 men.

His winning the championship was based on both speed and neatness among 10,000 contestants. A silver cup and medals were given as prizes.

BUDGET SYSTEM IS DISCUSSED

Wadsworth, Howland &
Co. Holds New England
Conference

About 200 customers from all over New England today attended the Wadsworth-Howland business conference here. Renshaw Smith, Jr., vice-president, presided and introduced the principal speakers.

Smith stated that it is more than ever necessary today for proprietors of any business to have proper control over the various activities of their business. Records alone will not guarantee profits yet, better records and a knowledge of how to use them, are imperative needs at this time, he said. Today each dollar of sales must yield a greater percentage of profit. He stated that the purpose of the meeting was to give those present authoritative information on business management records.

Arnold Whittaker, vice-president of the Atlantic National Bank, gave an instructive talk, emphasizing the bankers' viewpoint as to the merits of accurate knowledge of budgetary control. He stated that in all mercantile business the tendency today is to work out a definite system with this end in view.

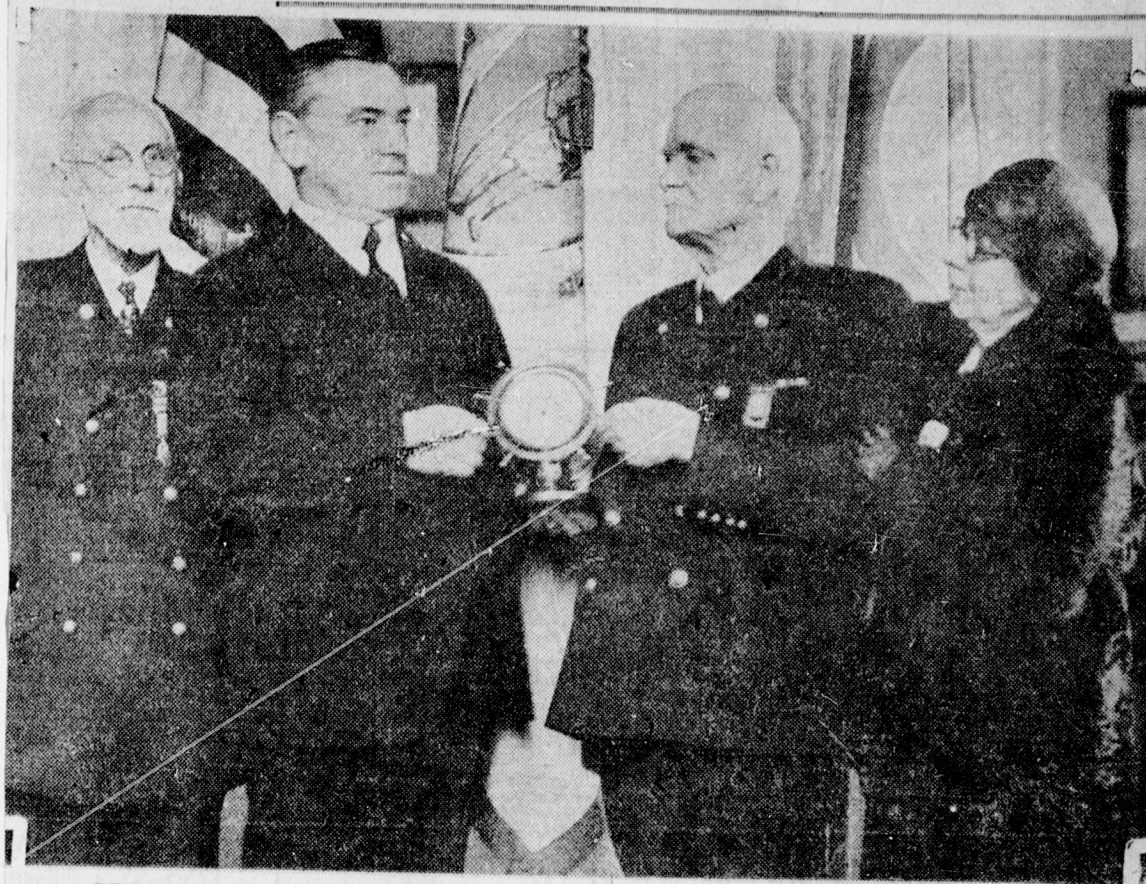
H. R. Cooper, district manager of General Motors Fleet Corporation, explained the system which his organization is using along these lines, and the necessity which makes such a procedure of vital importance in his own industry. He explained that the budgetary control system has been the most enthusiastically received by the motor car dealers, and is working out to the entire advantage of those who have availed themselves of it.

At the luncheon the principal speaker was Thomas A. Mullen, director of industrial relations, representing Mayor James M. Curley, who extended the welcome of the city to those assembled, and stressed that it ought to be the function of all governmental agencies to do their utmost to lend a helping hand to business interests at this time. He mentioned that obviously now—as never before—the business man must know his course and must be in a position to build his organization, and control it, along profitable lines.

Other speakers were De Lancey Kountze of New York, chairman of the board of directors of Devoe & Reynolds; A. C. Stephen, treasurer of the same company, and Frank A. Roche, assistant treasurer of the Wadsworth Howland Company.

AMERICAN 4/8/31

Mayor Curley Honors Civil War Vets' Head



MAYOR HONORS G. A. R. HEAD

Mayor Curley yesterday presented a ship clock to National G. A. R. Commander James E. Jewel of Colorado. Massachusetts State

Commander James Webb and Miss K. G. Rainer of Toledo, who is national president of the Women's Relief Corps, look on. (Staff photo.)

CURLEY NOT TO ARGUE ON BILLS

Mayor Curley in a letter to the legislative committee on municipal finance today with his request for a chance to argue for his bills for borrowing outside the debt limit for various construction projects.

The mayor had asked the legislature for authority to go ahead with projects, the cost of which totaled more than \$17,000,000, and there were other Boston bills, not introduced by the mayor, which increased this figure to more than \$30,000,000.

The committee read the letter and then in executive session went on record as opposed to re-opening discussion of the projects, a superfluous move in view of the message.

Of the \$30,000,000 projects the committee had deported favorably

for \$2,000,000 for schools on ten-year bonds; \$1,000,000 for streets, half of which shall be within the debt limit; \$250,000 for airport improvements and \$250,000 for a municipal building in Charlestown.

A Well-Named School

A splendid tribute to motherhood, and to one example of perfect motherhood in particular, is given by the school committee in its decision to name the new intermediate school on Pershing Road, Jamaica Plain, Mary Curley school, after the wife of Mayor Curley.

Mrs. Curley's many fine attributes are thereby memorialized in a permanent way, so that generations of parents and children will have her many beautiful qualities constantly before them.

To Dr. Joseph V. Lyons, who suggested the name, and to the other members of the committee, the community is grateful for an apt and appropriate dedication.

Mayor Curley Says:

An A.B. degree, like conceit, has no cash value.

A Sole Man



A silver cup for being the champion shoe repairer of Massachusetts went to Karl Gennelly. Mayor Curley also gave him a key to the city. (Staff photo.)

MAYOR GREET'S REPAIR CHAMP

The champion shoe repairer of Massachusetts was greeted by Mayor Curley at City Hall today and received the key to the city. He is Karl Gennelly of 455 Broadway, Somerville, who won the title at the fourth annual Shoe Repairers' and Dealers' exposition in Chicago recently.

Gennelly, who is 39 and married, came to this country as an immigrant boy, practically penniless. Today he owns two shoe repairing establishments employing 35 men. His winning the championship was based on both speed and neatness among 10,000 contestants. A silver cup and medals were given as prizes.

GERMAN ENVOY CHARMED BY BOSTON

Dr. Friedrich W. von Prittwitz und Gaffron Calls on the Governor and Mayor

Boston's "special charm" came in for praise from Dr. Friedrich W. von Prittwitz und Gaffron, German ambassador to the United States, today as he began a three-day visit packed with social engagements.

Arriving at the Back Bay station at 7 a. m., the ambassador, who is 47, one of the youngest men holding a high diplomatic post, went to the Ritz-Carlton Hotel and then made calls on Governor Ely, Mayor Curley and Cardinal O'Connell.

"Boston has a special charm. I like it very much and am glad to be back here again," he told the Governor.

KNOWS BOSTON WELL

Through a mistake the Governor did not expect him today, the call having been set down for Friday on the official calendar, but after a rather undiplomatic interchange between two secretaries over the telephone, the matter was adjusted. Gov. Ely was, however, without his aides when the call was made. The two sat chatting together in the inner executive office for about ten minutes, after which the ambassador cardinal at the diocesan house on Lake st. and then went to City Hall.

There the Mayor was not on hand, having attended a funeral, but he arrived within a few minutes of the ambassador. In the meantime Standish Willcox, social secretary, entertained the visitor. Later he signed the guest book and received a key to the city.

Dr. Prittwitz und Gaffron came to Boston unaccompanied except by his secretary, A. von Wutlynau. The latter and the German consul-general in Boston, Kurt von Tippelskirch, made the round of calls with him.

"I know Boston quite well and am glad to be back here," said the ambassador to the governor during their brief chat. Governor Ely reciprocated with complimentary remarks about Berlin, which he visited a few years ago.

BUSY THREE DAYS.

This noon he was guest of Harvard professors in Dunster House, Cambridge, and late this afternoon will be tendered a reception by Consul General von Tippelskirch in the latter's residence, 45 Devon rd., Newton Center.

The United German Societies of Massachusetts will entertain him at the Arbeiter Club, Amory pl., Jamaica Plain, this evening. Prior to that Constantine Hutchins will

give him a dinner at his home, 4 Alwyngton rd., Brookline.

"Boston is well known in Germany for trade and industry and for your position as a literary art center," he said in an interview. "Everybody knows of your marvelous museum and library.

"Mine is a good-will visit. I hope to visit all the states and principal cities sooner or later. Next year I am going to California.

"Of all the nations in the war it was between the United States and Germany that good feeling was first re-established, because we have so many things in common both in culture and in business. On the whole, I think Franco-German feeling has been improved."

CURLEY GIVES G. A. R. LUNCH

Mayor Curley again today scored lack of national defense in New England after he warmly welcomed members of the G. A. R. to a luncheon he gave in their honor at Ford Hall.

He reviewed his proclamation of Army Day, citing the New England army forces at a strength of less than 500 officers and men and deplored the failure of public sentiment to force a remedy.

"Your ranks are thinned in number, but stalwart in spirit," he told the veterans.

"From your 25,000 members at the beginning to less than 1000 in this State now you have a fine record to look back upon. Your ranks have been the backbone of this country," he said.

The mayor was greeted with lusty cheers by the veterans and an equally vociferous reception was accorded Lieut.-Gov. William S. Youngman.

Dennison House Fund Endorsed by Curley

The Dennison House in Tyler st., one of the oldest of the South End settlement houses, is deserving of the support of the citizens of Boston, Mayor Curley told a group of women of that organization who called on him at City Hall today in connection with their drive for funds to carry on their work.

The mayor also made a substantial contribution toward the fund being raised and expressed the hope the drive will be a success.

TRANSCRIPT 4/8/31

Curley Greets Chinese Actress



Municipal Gift for Anna May Wong

Actress Who Takes a Leading Part in "On the Spot" at the Wilbur Theater Receives a Valuable Etching of Copley Square from the Mayor and a Warning to Be Careful in Her Presentation Not to Offend Boston. The Actress Was Accompanied to the Mayor's Office by Dr. Tehyi Hsieh

TRAVELER 4/8/31

MANY VISITORS AT CITY HALL

National Commander of
G. A. R. and W. R. C. Head
Among Callers

Mayor Curley today received as visitors many men and women of prominence. Among them was National Commander James E. Jewell of the G. A. R. He hails from Colorado. Also Mrs. Kate G. Raynor to Toledo, national president of the Women's Relief Corps. The mayor presented Comdr. Jewell with a ship's clock. Tomorrow he is to present Mrs. Raynor with a handbag.

Two distinguished Chinese girls were among the callers. One was Miss Yoch Wang, daughter of Dr. C. T. Wang, minister of foreign affairs in the Celestial Empire. She attends Chevy Chase in Washington. The other is Miss Ming Hwa Nyeu, daughter of Gen. T. A. Tyeu, minister of home affairs in China. She is a senior at George Washington University at Washington.

Rear Admiral Philip Andrew, retired, former commandant at the navy yard, called on the mayor to volunteer his services to the city in any capacity in which he might be helpful.

About a score of boys came in just in time for the mayor to send them to the Boston City Club for luncheon as his guests. The boys are members of the junior naval brigade.

The mayor today sent a city of Boston flag to S. K. Tu, secretary of the Chinese navy at Nanking.

Mayor Presents Etching



Mayor Curley shown presenting an old etching of Boston harbor to Capt. William J. Mathers of the United Fruit liner, San Gil, which arrived at the port of Boston on the 66th anniversary of the arrival of the first cargo of bananas unloaded in Boston. Lester W. Minchin (centre), vice-president of the Fruit Dispatch Company, said that now in the summer 13,000,000 bananas arrive in Boston each week. The first banana cargo arrived here in 1871.

Curley's Busy Day with Gifts for All

Mayor Curley had time for the transaction of but little city business from the moment he entered his office at nine o'clock this morning until luncheon. Many visitors called to pay their respects and all received mementoes of their visit.

First to call was National Commander James E. Jewel of the G. A. R., resident of Fort Morgan, Colo., who was presented with a ship's clock. He was accompanied by James H. Webb, past State commander and Miss Kate G. Raynor, national president of the W. R. C., who later received a handbag.

Rear Admiral Philip Andrews, retired, former commandant of the Charlestown Navy Yard, wished to volunteer any service within his power for the benefit of the city.

Two Chinese girls of prominent families, Miss Yoeh Wang, daughter of C. T. Wang, minister of foreign affairs, and Miss Ming Hwa Nyeu, daughter of General T. A. Nyeu, Chinese minister of home affairs, students in well-known Washington schools, were photographed with the mayor and a silk municipal flag which will be sent to S. K. Tu, Chinese secretary of the navy.

Twenty boys of the Junior Naval Brigade had an interesting visit, signing the guest book and receiving photographs of the mayor and copies of his Lincoln Day address at Washington.

The final visitor was Capt. Karl Spindler, one of the German heroes of the World War, who tried to run arms into Ireland. The captain, wearing the iron cross, had first visited Governor Ely at the State House, being presented by State Treasurer Charles F. Hurley. He was presented with a gold pin by the governor. Cornelius Neenan and Eugene P. F. Sheehan, managers of Captain Spindler's lecture tour, and Daniel Doherty, president of the Irish County Associates, were also in the group.

Court Refuses to Give Garrett Bail

Oliver B. Garrett, former Boston police liquor raider, must remain in jail pending the outcome of his third trial on charges of conspiracy to extort money from John F. Sullivan, former proprietor of the Hotel Ritz.

For the second time, Judge Harold P. Williams, in the Suffolk Superior Court, denied a motion of Herbert F. Callahan, counsel for Garrett, that the defendant be released under bonds. Judge Williams said that Garrett's flight on the eve of the date he was scheduled to go on trial last June had shown him to be an unfit person to be admitted to bail.

Mr. Callahan argued that Garrett and his co-defendant wife, Mrs. Florence H. Garrett, were in ill health and that Mrs. Garrett "is in straitened financial circumstances and is living from day to day." He contended also that Garrett

was entitled to bail after being confined in the Charles street jail during the two trials which ended in disagreements. The lawyer declared that Garrett had fled because he felt he could not get a fair trial at the time, but had surrendered voluntarily last December. Assistant District Attorney Frederick T. Doyle, who opposed the motion, said that the third trial would take place next month.

The names of 326 jurors from which the jury for the third Garrett trial will be selected were drawn at a session of the City Council over which Mayor Curley personally presided yesterday afternoon. Among those drawn for jury duty were James J. Storrow, Jr., and Charles E. Cotting, two of the largest taxpayers in the city.

GLOBE 4/8/31

TRANSCRIPT 4/8/31

NATIONAL COMMANDER OF G. A. R. AT CITY HALL

Mayor Curley Also Visited by Relief Corps Head,
Admiral Andrews and Capt Spindler



Left to Right—Past Dept Commander James H. Webb, Mayor Curley, National Commander James E. Jewell and Pres Kate G. Raynor of the Relief Corps.

Social duties took up a considerable part of Mayor Curley's office hours today, starting with the visit of James E. Jewell, national commander of the G. A. R. Commander Jewell was accompanied by James H. Webb, past State commander, and Pres Kate G. Raynor of the Woman's Relief Corps.

Mayor Curley presented Commander Jewell a Chelsea ship's clock, and there was another gift for the head of the Woman's Relief Corps.

About 20 boys, members of the Junior Naval Brigade, were received by the Mayor and then turned over to J. Phillip O'Connell, who played host to them at a dinner given by the city at the Boston City Club.

Visitors from Washington were Miss Yoeh Wang, student at Chevy Chase

and daughter of Dr C. T. Wang, Chinese Secretary of State, and Miss Ming Hwa Nyeu, daughter of Gen T. L. Nyeu, Minister of Chinese Home Affairs. The young woman is a senior at George Washington University.

Capt Carl Spindler, formerly of the German Navy, now lecturing in this country regarding his part in the Easter Revolution in Ireland, during the war, told Mayor Curley about his new book relating to German-Irish relations at that period.

Other callers were Admiral Philip Andrews, U. S. N., retired, former commandant of the Navy Yard, and Ex-Atty Gen Herbert Parker.

Tomorrow the Mayor will receive a visit from Fred W. van Pretivity and Caffron, the German Ambassador.

Curley Laughs at "Al" Smith Order

When Mayor Curley was informed of an order which passed the City Council yesterday by a vote of fifteen to three, asking him to substitute Alfred E. Smith for Owen D. Young as the Fourth of July orator at Faneuil Hall, he laughed.

"Well, the boys are at it again, aren't they?" he exclaimed. "Of course their action is not worth the paper on which it will be typed in view of the fact that under the charter the legislative branch of the city Government has no authority in the matter."

It was Councillor Francis E. Kelly who introduced the order which had been killed in executive session. When it was brought out on the floor of the chamber the majority hesitated to be placed as opposed to Smith, even though all realized that on such matters the Council has no power. The matter gave several members an opportunity to talk politics, especially Messrs. Kelly and Green.

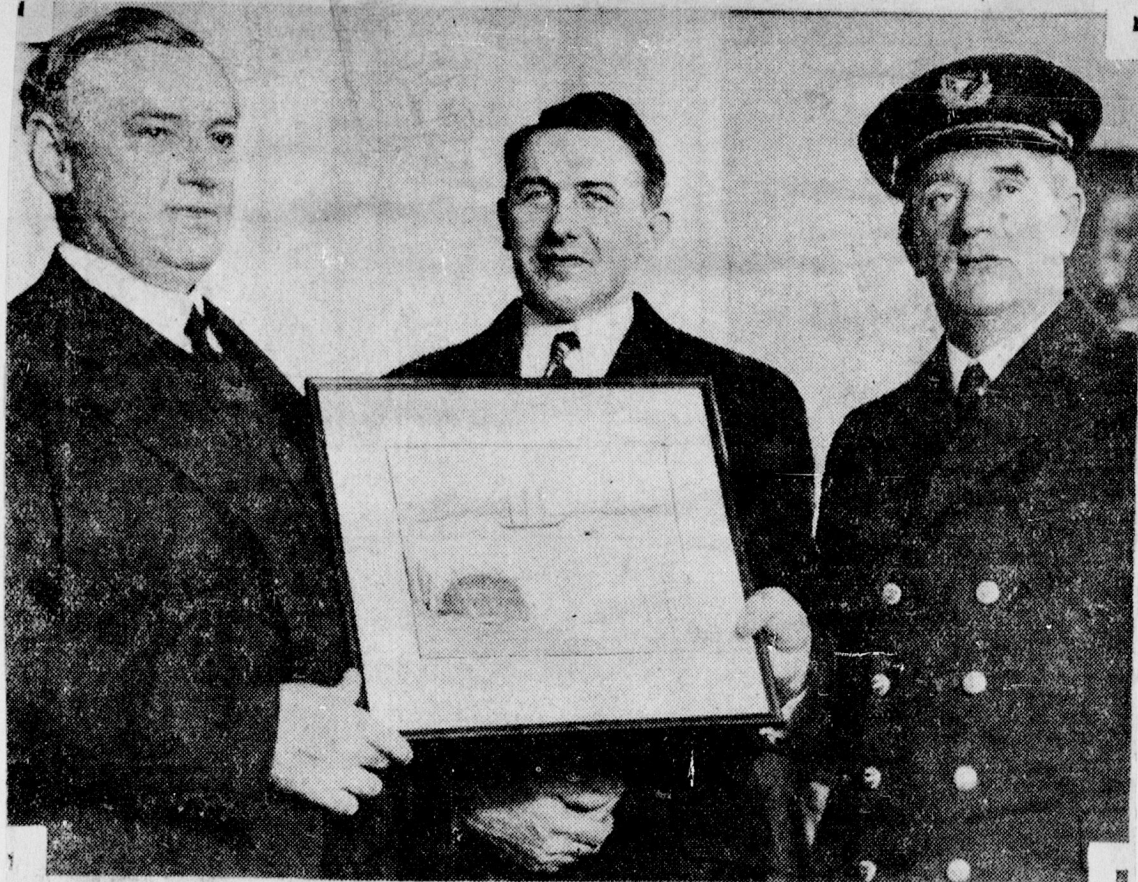
Kelly was branded by Green as the tool of Chairman Donahue of the Democratic State Committee, and when the debate was at its height Councillor Hein, Brighton Republican, succeeded in amending the order that nothing in it might be construed as an attempt to interfere with the prerogatives of the mayor. Mr. Kelly declared that Mayor Curley's invitation to Owen D. Young was an attempt to "ally himself with the corporate powers and oppose Governor Ely for the governorship two years from now."

The Council turned from politics to a criticism of the Public Welfare Department when Councillor Dowd charged that coal had been sent to two lodgers in a Massachusetts avenue house where heat was supplied, and though the coal was refused it was dumped into the cellar and the landlord finally credited the \$60 worth of coal to room rent. The incident was the basis of an order directing the Welfare Department to report to Council on the matter of prices paid and the deliveries of coal.

The Council rejected the proposal to send a committee on a \$10,000 junket to study the principles of taxation and administration in other leading cities of the country. The order was introduced by Councillor Dowd, who urged that Mayor Curley appoint a committee of three representing the Chamber of Commerce, Boston Real Estate Exchange and Boston Central Labor Union, to make the touring survey. He charged that the tax rate here was too high by 10 per cent and that it was greater than that of other cities, claiming that \$2,500,000 in graft was sifting through the city departments yearly.

AMERICAN 4/8/31

YES, WE HAVE BANANAS---LOTS OF THEM



MAYOR CURLEY

L. W. MINCHIN

CAPT. MATHERS

Mayor Curley presents Capt. William J. Mathers of the San Gil with an original etching of the schooner Telegraph which brought the first cargo of bananas to the port of Boston 60 years ago. The Telegraph brought 400 bunches, the San Gil now brings 40,000

bunches. Lester W. Minchin, vice-president of the Fruit Dispatch Co. and New England manager of the United Fruit Co., said that 13,000,000 bananas a week come into Boston during the summer. (International News-reel photo.)

TRANSCRIPT 4/8/31

New School Bears Name of Mrs. Curley

The new forty-room intermediate school on Pershing road, Jamaica Plain, will be named for Mary E. Curley, late wife of the mayor, by vote of the school committee. It is the first time in the history of the city that such honor has been paid the wife of a mayor. The new building is within a short distance of the mayor's home.

Issuing a brief statement in connection with its action, the school committee said:

"As the wife of the chief executive through his several terms of office she took a deep interest in civic affairs. Her keen judgment was often an invaluable aid in the many perplexing problems that continually arose.

"She was a devoted mother, but she found time to give freely of her untiring energy to the many charities of the city. The breadth and warmth of her sympathies made also for enduring friendships. Her name will be an inspiration to the boys and the girls who will be pupils in this new school."

POST 4/8/31

COUNCIL VOTES DOWN "JUNKET"

Sees No Need of Tax Survey of Other Cities

The City Council yesterday rejected the proposal to send a committee on a \$10,000 junket to study the principles of taxation and administration in other leading cities of the country.

The order was introduced by Councillor John F. Dowd of Roxbury, who urged that Mayor Curley appoint a committee of three representing the Chamber of Commerce, Boston Real Estate Exchange and Boston Central Labor Union, to make the touring survey.

He charged that the tax rate here was too high by 10 per cent and that it was greater than that of other cities.

claiming that \$2,500,000 in graft was sifting through the city departments yearly. Councillor Dowd complimented the legislative committee on municipal finance for refusing to approve the Mayor's programme of public works for this year.

Leading the opposition to the Dowd order, Councillor John I. Fitzgerald of the West End warned his colleagues against transferring their powers to outside agencies. "If the taxes go up it is the fault of the City Council," said Fitzgerald. "The responsibility is ours when the budget comes before us for approval Thursday."

BOSTON'S EMBLEM TO FLY OVER CHINA



MAYOR CURLEY

MISS WONG

MISS NYEU

Mayor Curley today presented a silken Boston flag to China. Miss Yoeh Weng, daughter of Dr. G. T. Weng, Chinese foreign minister, and

Miss Ming Hwa Nyeu, daughter of Gen. Nyeu, are shown accepting the colors at City Hall. (Staff photo.)

CURLEY GREETSCITY GUESTS

Municipal affairs went by the board today as Mayor Curley was kept busy throughout the entire forenoon receiving visitors.

Among the distinguished persons calling at City Hall were Rear Admiral Philip Andrews, former commandant of the Charlestown Navy Yard; Miss Yoeh Wang, daughter of Dr. C. T. Wang, Chinese foreign minister; Miss Ming Hwa Nyeu, daughter of Gen. T. S. Nyeu, minister of home affairs for China; National Commander James E.

Jewel of the G. A. R., who came here from Fort Morgan, Col.; Miss Kate G. Raynor of Toledo, Ohio, national president of the Women's Relief Corps, and Capt. Carl Spindler, war time German naval hero.

Delegations from the Sons of St. George, the Knights of St. Finbar and a group of 14 boys of the U. S. Junior Naval Guard of New York city led by Rev. Clarence R. Harris, pastor of the Washington Heights Universalist Church of that city, also visited the mayor.

Mayor Curley presented keys to the city to his visitors, arranged to have the junior naval guards as his guests at a luncheon in the City Club this afternoon, and showed the Chinese girls a flag of the city of Boston which he is to ship to Admiral S. K. Tu, secretary of the Chinese Navy, at his headquarters in Nanking as a gift of this city.



What Shall We Do with the Elevated?

THE Boston Elevated Railway, which operates surface, subway and elevated lines in Boston and many of its suburbs, was once owned and operated by a private corporation. Its expenses mounted and its rolling stock deteriorated. Increased fares became imperative to meet increased expenditures.

Under the terms of its charter, the Elevated could not raise its fares without authorization from the state. Matters reached such a stage that a compromise was effected by which the road should be continued in private ownership but operated and controlled by the public. The public's interests are overseen by a board of trustees appointed by the Governor.

Stockholders were guaranteed a fixed percentage of dividend. The road was to be operated without any attempt at further profit, except money set aside as surplus. This arrangement may be terminated at any time by the Legislature, provided the plan is acceptable to the stockholders.

To determine public sentiment, a referendum was printed on the ballot. Voters in the districts served by the Elevated were asked to express their choice of public ownership, public control or return to private ownership. Public control, the present system, received the greatest number of votes. Public control received 42 per cent. of the total vote cast, public ownership, 35 per cent., and private ownership, 23 per cent. Obviously, 77 per cent. of the voters wanted some kind of public hold on the company.

The Legislature has before it a proposition to continue the present public control for 28 years, to take up the preferred stock at prices agreeable to the state and the stockholders and to reduce the common stock dividend from 6 to 5 per cent. The plan has financial merit provided the future holds no radical change in transportation. But who knows what will happen in 28 years? What sort of transportation will we have? To buy the preferred stock the state will have to issue bonds. Bonds are mortgages on property, but what will the property become within 28 years?

These are thoughts which should engage the serious attention of the Legislature. There is no need for coming to a decision on the Elevated this year. We can continue indefinitely as we are going and always be in a position to make a change. To commit the commonwealth now is hazardous. At best, we do not know today what is the wisest course. Why not wait until conditions shape themselves so that there will be no question what should be done and then do it? Why act when we do not know the consequences of our act?

May Propose Return of El to Its Owners

Terms of Present Bill Extremely Favorable to Stockholders, Says Ely

Amendment Rumored

Would Regard Objections as Evidence That Road Should Return to Private Control

Governor Joseph B. Ely indicated today in a discussion of the twenty-eight-year public control Boston Elevated bill reported yesterday by the Committee on Metropolitan Affairs that if the stockholders of the Elevated object to the terms of the bill, he would interpret their attitude as serving notice that the road should be returned to the management of its owners.

"I think the terms under this measure are extremely favorable to the stockholders," Mr. Ely said. "I would seriously consider an amendment to the bill which would provide that failure of the stockholders to accept would be construed as notice on the part of the Commonwealth that the road be returned to the owners. I'm not 100 per cent for it but I would seriously consider it. I think the terms are extremely favorable to the stockholders."

The governor's comment was made in response to a suggestion that in taking over Elevated stock in case the State decides eventually to exercise its option for public ownership, there would be deducted by the terms of the bill, from the value of the stock, the amount of assessment made on the cities and towns served by the system.

This suggestion was originally favored by the governor. It was included in the twenty-eight-year Elevated bill, it is reported, at the insistence of the governor, although some of the committee members did not believe in it. There has been a report in circulation today that the Elevated bill might be amended to provide for return of the road to private management if it was impossible for the Legislature and the stockholders to agree on the price to be paid for the stock.

Mr. Ely commented on the fact that the stockholders are of the opinion that their railway is one of the best equipped in the United States and declared:

"I don't see any reason why it can't go back to private management if the stockholders think the road is as good as they've tried to make you think. I should think they'd be glad to have it back."

deny the motions.

Jury Inquiry Pressed

Meanwhile the inquiry into the actions of the jurors who heard the Garrett case is being pressed by Dist Atty Foley, who declared that it will be continued until all available information has been obtained. The district attorney issued the following statement, which he said expressed his sentiments concerning the criticism made by the three Garrett jurors who wrote to him:

"I received today in the mail a carbon copy of a purported explanation from three jurors of their actions in the Garrett case. It being a carbon copy, I am unable to tell in what office or by what lawyer it was prepared.

The Government did everything in its power to prevent any interference with the jury. Every person who has ever been charged with jury fixing in our county was watched during the progress of the trial. These three jurors state that detectives were watching them. If that is a fact they must at that very moment have been in close proximity to jury fixers and thus came in the line of vision of detectives. No detectives trailed jurors.

"That the Government should use every legitimate means in its command to protect jurors and to thwart the efforts of fixers, I believe no HONEST juror would question."

Mayor Supervises Drawing

Mayor Curley supervised the proceedings of jury drawing, in accordance with the law providing for his presence, during the regular meeting of the Boston City Council. While he was seated in the president's chair, City Councillor Clement A. Norton arrived in the chamber, prepared to offer an order to the Council that it request the Mayor to preside at drawings of jurors.

On the platform with the Mayor were Councillors Joseph McGrath, president of the Council, and Israel Ruby, who drew the names from the box; Asst City Clerk John Rines and City Messenger Edward Leary.

After the Mayor had departed, Councillor Norton brought up his order. Councillor Ruby objected that the order might be regarded as a reflection on methods of drawing jurors here. He pointed out that he had served in this capacity for six years, and that the procedure was no different yesterday from the procedure at any other time when the presiding officer was the president of the Council.

"The selection," he said, "has been in accordance with the law."

Wilson Predicts Fixer Calls

Councillor Robert Gardiner Wilson Jr., as a lawyer and a member, commented on the Garrett case and the drawing of jurors. He predicted that his own telephone would start ringing last night with calls from his constituents seeking to evade service on the jury.

Other phone calls, he said, would go to jurors by "someone ready to do business," even though the juror may not yet know that he has been drawn.

"Tonight and tomorrow," Councillor Wilson said, "men will be approached by anonymous telephone calls. The time to stop that stuff is not at the time of the drawing or after the jury is chosen. If there be real protection, the time to prevent it is between the time of the drawing and the appearance of jurors in court two weeks from now."

The Dowd Letter

Councillor Dowd's letter to Gov Ely said:

"The attention of the public throughout the entire country is closely focused on the outcome of the case against Oliver B. Garrett.

"The developments and the charges which have been disclosed during the first two trials are such as to demand the closest scrutiny and investigation by our proper authorities. The charge that has been made by some of the jurors, namely, that the district attorney's office has hired so-called detectives to tamper with the jury, is a very serious one and should be thoroughly investigated, and if the charge is correct it is very evident that the office of district attorney of Suffolk County is not competent or capable of conducting this case further.

"The public is very plainly disturbed and disgusted with the way this case has been handled, over \$60,000 of the taxpayers' money having been already expended without reaching a verdict. Judging the future by the past, considerably more will be spent before a verdict of conviction or acquittal is agreed upon.

"I accordingly suggest, if you are of the opinion that there is any truth to any charge that has been made, that you take advantage of the power vested in you and request the Attorney General of the Commonwealth to investigate same."

HERALD 4/8/31

DOWD SAYS FUEL WAS 'FORCED ON' FOUR OCCUPANTS

Probe Ordered as Councilman Produces 'Charity' Delivery Slips

RACKET HINTED IN RELIEF WORK

Truck Driver Insisted on Leaving Supply—Owner Credited Lodgers

Mysterious deliveries by the public welfare department of coal to four occupants of a steam-heated rooming house at 664 Massachusetts avenue will be investigated by the city council.

Demand was made yesterday on the overseers of the department for an explanation of the accusations of Councilman John F. Dowd of Roxbury, who produced slips disclosing that coal had been delivered to two unmarried occupants of the rooming house and to a married tenant whose family lives in a single room.

Walter V. McCarthy, secretary of the public welfare department, promised an immediate check which will necessitate an examination of records that will not be completed before this afternoon. McCarthy had no comment to make.

Dowd amplified his verbal attack on the overseers by the delivery slips which disclosed that an unmarried recipient of unemployment relief to the extent of \$5 weekly was given a half-ton of coal, March 18 and a quarter-ton April 1. Dowd's investigation, he asserted, had disclosed some startling information.

MORE THAN 3 TONS

The recipients of the various lots of coal, which Dowd estimated had exceeded three tons, denied having sought fuel from the welfare department. The owner of the rooming house told Dowd that when the truck driver tried to make delivery, she refused to accept coal for roomers who had no use for fuel, but that the driver was insistent and dumped the coal in the cellar.

Mrs. Beatrice Sullivan, to whom the house is licensed, said last night that only last Saturday a coal wagon hauled up to the curb in front of her place with three men waiting to deliver 10 bags of coal to a man who had an upper hall room.

She said that she had refused to allow the men to deliver the coal and had ejected the roomer from her house. "Imagine," she said, "wasting the time of three men on such a thing. The fellow who had the room was a tramp. If we had known what he was when he came here, we would not have allowed him to have a room."

Dowd's investigation also revealed that the proprietor, who used the coal, had credited the roomers with its value. The fourth recipient of the generosity of the welfare department had been evicted from the house, two weeks before his supply of fuel reached there last Saturday.

"As long as Chairman Simon Hecht of the overseers sent the council his love last week," said Dowd, "let him tell us about these deliveries of coal. I charge that deliveries of coal worth \$60 have been made to this house alone.

"I said last week that there was no racketeering among the recipients of unemployment relief and that whatever racketeering has been going on has been among the executives of the welfare department and the information which I

TO DECIDE ON MAYOR'S PLEA FOR REHEARING

The legislative committee on municipal finance will assemble in executive session at 11 o'clock tomorrow morning to decide whether or not to give Mayor Curley a second hearing on the city of Boston loan bills.

At an executive session last Thursday night the committee voted to report recommendations authorizing the city to expend \$3,500,000 for projects outside its debt limit.

The mayor seeks authorization for additional borrowing, particularly for the proposed central arterial highway which has been mapped out to provide a traffic outlet both ways from the Boston entrance to the new East Boston tunnel.

unt
Globe 4/9/31

TRAVELER 4/9/31

of New England, when once crystalized, will save us from the possibilities of catastrophe which now confront us. "It is to that sentiment I now appeal.

"Wake up, New England. Whatever differences may exist among us in political partisanship; whatever rivalries may exist among States; whatever competitions may exist among business interests must not prevent us from presenting a solid front where the transportation independence and economic solidarity of New England are threatened.

"We want the most ample and abundant railroad service that can be furnished. We desire as many competing lines as the extent of our requirements may demand. We want our ports developed and to be always the busy marts of commerce.

"But we must insist that the railroads which desire to supply us with service and to acquire our voluminous industrial and commercial shipping for themselves shall come to us on an equal footing.

"Beyond and above that, we must insist that they shall enter New England upon the reasonable terms and the conditions which New England herself decides to be for her own best interests. We shall insist that they shall come in as the servants, not as the masters of New England.

Urges Economy

Mr Jackson's speech was in advocacy of strict economy in Government, Federal, State and municipal, which he said, was urgent in times of depression. He said one reason he did not reenter politics is because he knows he could never be elected to office on an economy program.

Speaking of the Fall River situation, he said:

"One fact, pretty clearly brought out with reference to the lowering of valuations, is that under cover of proper and unavoidable reductions, a small group of privateers discovered the opportunity to profit unduly by obtaining abatements in return for large fees for obtaining these concessions.

"In modern slang, this is a racket which has been going on in Fall River.

"Where the racketeers have benefited, they have worked injustice on the citizens of Fall River. This type of man is a menace to any community."

After stating his opinion that the Old Age Assistance act would mean a burden on cities and towns they cannot afford, Mr Jackson added:

"And yet if I understand the political side of it, no legislator holding a seat on Beacon Hill dares to register his belief of the unsoundness of this legislation, nor does he dare vote for any new tax to defray the expense.

"I hope the Legislature, unless it provides the money to take care of old age assistance expenses in toto, will defer operation of this act.

Expresses Regret

Mr Jackson expressed regret over the necessity of reducing salaries in Fall River, but said the Finance Commission had to do it to keep the tax rate as low as \$40.

Pres Cutter of the United Fruit Company said he is confident that Lowell ingenuity will maintain the city's prestige against competition from other parts of the country.

"Our own industries," said Mr Cutter, "such as leather and textiles, suffered even during our great decade of prosperity, and they still do not yield reasonable returns. The cause probably lies in development of substitutes, efficiency in mass production and improvement in transportation,

which, for instance, enable textiles from Japan, South America and Southern Europe to compete with those from Lowell and our other cities.

"All of this has led to competition, overproduction and unemployment. The situation will never be solved by the dole or by insurance.

"Until we again enjoy prosperity, however, men who honestly oppose unwise schemes will probably be accused of crucifying the people of our country. Yet there is surely no quarrel between sound business and humanity, and it is likely that the real enemies are those who burden our people with inflation."

Invocation was asked by Rev Fr John J. McGarry, pastor of St Patrick's Catholic Church. Benediction was by Rev Appleton Grannis, pastor of St Anne's Episcopal Church.

COMMITTEE THANKS MAYOR CURLEY FOR COOPERATION

Mayor Curley today received a communication from James J. Phelan, chairman of the Massachusetts Emergency Committee on Unemployment, the substance of which was as follows:

"May I take this occasion to again thank you, both personally and as chairman of the Massachusetts Emergency Committee on Unemployment, for your unfailing cooperation and the substantial contribution of time and effort you have made to our Commonwealth in aiding in every manner the solving of the unemployment problem? The Massachusetts Committee on Unemployment will cease to exist as of April 15, 1931."

TRAVELER 4/9/31

MAYOR CURLEY WIRES SYMPATHY

Mayor Curley today wired the following message of condolence to Mrs. Longworth:

"Dear Mrs. Longworth—I extend to you a profound assurance of my sympathy and sorrow in the death of your distinguished husband with whom it was my honor to service in the 61st and 62d Congresses. His genial friendship, his devotion to his friends and his splendid service as the leader of his party in the House of Representatives will long be remembered. The entire nation shares in your sorrow."

HOME OF CURLEY AIDE IS ROBBED OF \$635

Thieves burglarized the home of William L. Anderson, member of Mayor Curley's secretarial staff, at 68 Arborway, Jamaica Plain, last night to the extent of \$630 worth of jewels and \$5 in cash. Entrance to the house was gained through a forced window.

Included in the loot was a \$75 ladies' wrist watch, a \$175 amethyst brooch, a \$100 pearl bar pin and a \$100 diamond locket. Anderson returned to find every room in the house ransacked.

MENTAL TEST FOR POISON PEN SUSPECT

Man Who Threatened Curley Now Under Observation

Philip J. Herlihy, 32, single, of Belvidere street, Back Bay, was arrested today in connection with the police investigation of "poison pen letters," which were sent a few days ago to Mayor Curley and others of prominence in the city.

ORDERED TO HOSPITAL

Arraigned before Judge Good in municipal court on three counts of criminal libel he was ordered committed to the Psychopathic Hospital for observation.

Deputy Superintendent McDevitt is authority for the statement that Herlihy has confessed to writing eight of the numerous letters which prominent men and women of Greater Boston have received, threatening them with "exposures."

Beyond admitting the authorship of the eight letters, Herlihy offered no explanation, according to the deputy. Investigation, however, has revealed the deputy said, that Herlihy recently tried the civil service examination for appointment to the police department and failed. Officials are inclined to believe that this may have been back of the letters.

The letters which police say Herlihy confessed to writing were received by Mayor Curley, Mary Curley, his daughter, Commissioner Hultman, Councilman Francis E. Kelley, Deputy Superintendent McDevitt, Deputy Superintendent Goode, Miss Mary O'Halloran of the office of Charles H. Innes and Mrs. Esther Andrews of the Governor's council.

OTHERS RECEIVED

Six others of prominence received threatening letters.

Back of the decision to take Herlihy into custody is a fine piece of detective work by Inspectors Augusta, Crowley and McLaughlin.

Detailed to the case they mailed a number of letters to themselves, with a view to determine the post mark for comparison with the post marks on the letters in question.

Their investigations led them to the Back Bay and they established that the letters were mailed from that section. Information was obtained relative to Herlihy and his police examination. Specimens of his handwriting were obtained from the civil service commission.

Armed with all this data, the inspectors went to New York and conferred with a handwriting expert. Their decision to take Herlihy was then made.

ELY ASSAILS RAIL "PIRACY"

Wants Transportation Freedom in New England

Governor Says "Wake Up" In Lowell Address

Hints Using State Power to Acquire Holdings

Special Dispatch to the Globe

LOWELL, April 8—Asserting that the New Haven and Boston & Maine railroads were wrecked 20 years ago by "financial piracy," and having been restored to health are again tempting the avarice of alien exploiters, Gov Joseph B. Ely in a ringing speech here tonight challenged public sentiment to maintain "the transportation independence and economic solidarity of New England."

An audience of 1800 heard the Governor charge "the house of Morgan" with wrecking the New England railroads two decades ago, and shout his challenge that now again "we bid fare to become the prize for which banking institutions in New York are struggling behind the scenes."

Could Use Power

The Governor declared if necessary the Commonwealth can employ its power under the law to acquire New Haven holdings in Boston & Maine stock which he charged "are now being employed to allot control over this system to the Pennsylvania."

But he said he adhered to the view of Interstate Commerce Commissioner Joseph B. Eastman that public sentiment, once aroused, will accomplish the same end.

Gov Ely was the chief speaker at the annual dinner of the Lowell Chamber of Commerce in Memorial Auditorium. There were 800 of his audience at the tables; 1000 in the galleries.

Lowell residents were warned to demand economy in the city government, lest it land in Fall River's dilemma, by former State Treasurer James Jackson of the Fall River Finance Commission, another speaker.

Mr Jackson declared that in Fall River a small group of "privateers" had developed the obtaining of tax abatements, in return for large fees into a formidable "racket."

The former State Treasurer insisted that neither Fall River nor many other cities and towns can afford to assume the burden imposed by the State Old Age Pension Law as at present enacted.

Victor N. Cutter, president of the United Fruit Company, a third speaker, said business must solve the problem of assuring steady employment, and warned against the introduction of the dole system in this country under any guise.

Mayor Also Speaks

Chairman James F. Conway of the dinner committee was toastmaster. Remarks were also made by Pres Lincoln Clark of the Lowell Chamber and Mayor Thomas H. Braden.

After expressing the opinion that fear, while it did not bring on the business depression, has sustained it for more than a year, Gov Ely plunged into his speech with the remark that "it was fear, lack of confidence and arrant cowardice among political and financial leaders which caused them to shirk their responsibility, to default their stewardship and thus to increase human suffering."

"New England," he continued, "is as firm as the oaks on her hills. Our people are rugged and versatile. They have the right to expect a leadership which crystallizes their inherent courage, their confidence in themselves, and which shall render more than lip service to the phrase 'Have faith in Massachusetts' which has been worn threadbare by repeated usage at the banquet table and the political rally."

"New England possesses a wealth and a producing power greatly in excess of her comparative population. Her contiguity to the markets of Europe should be utilized as a tremendous asset. She is today fortunately equipped, with superior railroad transportation service."

"We must maintain, conserve and develop these assets, which are combinations of legacies we inherited and of the enterprise of our manufacturers, merchants and workers, if we are to develop independently and by result of our initiative; or we must surrender to alien railroad interests and become a way station for Wall Street in New York and Broad Street in Philadelphia."

"Possessing confidence in New England's ability to order, finance and manage her own affairs, I pledge you the best of my ability to prevent the financial or economic emasculation of Massachusetts so long as the responsibility placed in my hands by the people of Massachusetts continues."

Cites Conditions

"What condition do we find? Our historic railroads are slipping or being wrested from us. The Pennsylvania Railroad has acquired a dominating control of both the New Haven and the Boston & Maine Railroads. Another national railroad system seeks to gain entrance to us by acquisition of the Boston & Maine, and we bid fair to become the prize for which banking institutions headquartered at New York are struggling behind the scenes."

"We have suffered too many experiences of recent date not to be alert to the benefits and dangers which confront us. It is but 20 years since the House of Morgan acquired the New Haven and the Boston & Maine, and as the result of financial piracy the wreckage of those once fine systems was left strewn over New England."

"Manufacturing and commercial businesses and travelers alike suffered all the handicaps of disordered service. The financial structures of those railroads which were regarded as an investment above reproach or damage were shattered; family fortunes were

thereby destroyed and the guarantee of constant employment to our railroad workers was ruthlessly and cruelly broken."

"We were promised that alien financing and control would expand our railroads and produce economies in which all our people would share. We were promised that the railroads entering the Metropolitan area of Boston would be electrified immediately. We were promised a tunnel between the North and South stations to expedite traffic and relieve congestion. We accepted many roseate promises, but what we finally got was the wrecking by outsiders of two of the finest railroads in this country."

"For 20 years we have been repairing the damage and overcoming the handicaps which were visited upon us. Again our railroad systems have been elevated to a condition in which they are financially sound and are supplying us with substantially satisfactory service."

"They have survived the business depression more effectively than the other railroad systems of this country and they are again in the position of a fat milch cow in the field, tempting the avarice of financial exploiters who would draw off the cream and leave them dry."

Brawn of New England

"These railroads represent the brain and brawn of New England. They are typically sound New England institutions. They have been rebuilt by New England's energy and in that position they are going to remain unless we lose confidence in ourselves, unless we insist upon becoming a financial dependency of New York and unless we are lured by the attractive promises of today which have the familiar ring of 20 years ago."

"I am told that security holders will not be prevented from selling their shares to the highest bidders. That is entirely true, yet I am convinced that the industrialists, the business interests and the public-spirited citizens of New England can be aroused sufficiently to the dangers of the situation to organize themselves for the purchase and retention of a majority interest in the railroads upon which the future of this section depends."

"Moreover, a Commonwealth is a sovereign organization of all the people and it has abundant power to determine its own railroad policy either through the laws which exist or which can be enacted for its own protection."

"Moreover, we can unite with the national government in securing the passage of legislation to control the holding corporation, that evasive institution through which acquisition of our railroads is being culminated, and with the Interstate Commerce Commission in obtaining regulation satisfactory to our best interests."

"I should prefer to have the State of Massachusetts employ its power under the Boston Holding Corporation Law to acquire the Boston & Maine stock once owned by the New Haven Railroad, and which is now being employed to allot control over this system of the Pennsylvania, rather than to see our railroad influence and rights pass into alien hands whose primary interests lie beyond the borders of New England. But that is an alternative or expedient to which, I confidently believe, we will not be compelled to resort."

Points to Eastman

"Interstate Commerce Commissioner Joseph B. Eastman, whose judgment I respect; whose integrity I admire, and whose friendship I appreciate, has advised me of his opinion that the sturdy, reliable and confident public sentiment

AMERICAN

4/9/31

CITY DEMANDS AUTO FINES

The system by which the state takes all motor vehicle fines was condemned as unfair today by Thomas H. Bilodeau, special counsel for Mayor Curley, before the legislative joint committee on ways and means.

Bilodeau said the fines should go to cities and towns to help lower their taxes.

He estimated the fines from this source in Boston amount to \$200,000 or \$250,000 a year.

Alfred F. Foote, commissioner of public safety, said the system of allowing fines to go to cities and towns was abolished 20 years ago because officers in the small towns were making arrests by wholesale.

'L' ST. BATHS TO OPEN SATURDAY

The new \$350,000 L st. bathhouse in South Boston will be dedicated by Mayor Curley Saturday afternoon at 2 o'clock.

The structure is the most modern of its kind along this section of the Atlantic seaboard and replaces the old wooden building which was located there for many years.

Curley Approves \$28,000 Sewer Work

Orders for the installation of sewers, surface drains and catch basins in various sections of West Roxbury at a total cost of \$28,300 were approved by Mayor Curley today.

The improvements will be made in Glen rd., Gartland st., Glenside ave., Glade ave., Lindall st., Basile st., Shurland st. and Cary st.

MAYOR CURLEY: An eminently capable, high-minded American public official has passed from our midst. His death will be mourned by his family, and the sympathy of the public will be extended to his wife in the loss of a loving and devoted husband and to his child of a kindly and gentle father. The American people suffer the loss of a public official who regarded not only his duty as speaker of the House as a position of great responsibility but who lived true at all times to the highest and best ideals of the position he so ably and honorably held. The nation may well join in extending sympathy to his beloved ones with whom they share a loss in common.

Mayor Undecided on July 4th Orator

Mayor Curley stated today that he has not decided as yet whom he will invite to be the Fourth of July orator here. Owen D. Young, who was invited to be the guest speaker of the day, was unable to accept the invitation.

Council Meeting Is Off Until Monday

What was expected to develop into a stormy session over the \$6,000,000 item for welfare work in the 1931 budget was temporarily averted today when a special meeting of the City Council called to discuss and pass the budget was adjourned until the regular meeting Monday.

NAB PAIR FOR JEWEL ROBBERY

A few hours after jewelry and cash were missed from the home of William L. Anderson, assistant secretary to Mayor Curley, two men were arrested in the South End charged with the break in the Anderson home, 69 Arborway, Jamaica Plain.

They gave their names as Daniel Sullivan, 32, of New York city, and Paul McGrone, 30, of Providence. They were captured in a Worcester st. room, where police say \$600 worth of the Anderson jewels were found.

According to Capt. John M. Anderson of the East Dedham st. station, both men admitted the break. Anderson's chief concern today was the faith he has lost in his pet watchdog.

He slumbered while the Andersons were out for the evening. He slumbered while the thieves were in. He still slumbered when his master returned at midnight.

City Law Employees Raise Fund for Poor

Employees of the city law department today raised a fund of \$260 for aid of the poor and unemployed and presented it to Corporation Counsel Samuel Silverman who will hand it over to Mayor Curley. The Mayor will hand it on to James P. Maloney, treasurer of the Overseers of the Public Welfare.

Here Is Mayor Curley's Aphorism for Today

Mayor Curley's aphorism for today: "The kitchenette is the enemy of babies and the recruiting station for the divorce court."

Denies Coal Has Been Sent Outside City

Secretary McCarthy of Welfare Department Reports to Curley on Charges

Secretary Walter V. McCarthy of the Public Welfare Department, asked by Mayor Curley to report on charges made by City Councilor John F. Dowd that, according to a former employee of the coal company that made deliveries on Massachusetts avenue, "coal paid for by the taxpayers of the city of Boston through the Public Welfare Department has been delivered in Everett, Waltham and Chelsea, submitted a brief statement today, denying the charges as follows:

"This department has never ordered coal to be delivered to any individual living outside of the limits of the city of Boston. Under the law, persons in need of relief must make application to the Board of Public Welfare in the city in which they live and all relief is extended by the local boards to the persons living within their cities or towns.

"Councilor Dowd speaks of asking his honor the mayor and the Council to sanction a thorough, unbiased investigation of this department and that if such sanction is refused, he will avail himself of the right to demand of the Legislature an impartial inquiry. The board of overseers of the public welfare and every official connected with the department, is perfectly willing at any time that an impartial investigation be made of the department.

"It is worth noting, perhaps, that for the past several weeks, the Boston Finance Commission has had a corps of investigators in the department and that during the past eight or ten years, there have been several investigations and studies of the department made by the Finance Commission."

Curley Sends Condolences

Mayor James M. Curley of Boston, in telegram to Mrs. Longworth: "I extend to you a profound assurance of my sympathy and sorrow in the death of your distinguished husband with whom it was my honor to serve in the Sixty-first and Sixty-second Congresses. His genial friendship, his devotion to his friends and his splendid service as the leader of his party in the House of Representatives will long be remembered. The entire nation shares in your sorrow."

RECORD 4/9/31

GLOBE 4/9/31

MAYOR CURLEY'S APHORISM FOR TODAY

An A.B. degree, like conceit, has no cash value.

Post 4/9/31

COAL SENT OUT OF CITY, DOWD SAYS

Threatens to Ask the State to Probe Relief

Charging that coal purchased by the city at \$17 a ton was being diverted to residents of Waltham, Chelsea and Everett for \$8 a ton, City Councillor John F. Dowd of Roxbury last night threatened to appeal to the Legislature for a committee to investigate the Boston Public Welfare Department.

MAYOR DENIES CHINA MADE HIM OFFER OF \$150,000 PER YEAR

Rumor was rife around City Hall yesterday to the effect Mayor Curley had been offered the job of reorganizing the financial structure of the Chinese Government, at \$150,000 a year for three years. The offer was supposed to have come from the Chinese Republic.

When the Mayor was asked about the contract, he said he knew nothing about the supposed offer, but if it came, he certainly would give it careful attention.

He added that, of course, he couldn't speak Chinese, so he didn't think it was likely that the Chinese Government would be making any such offer to him.

"I am certain that the result will reveal graft, corruption and inefficiency throughout the entire department," stated the Roxbury councillor, explaining that he had obtained his information from a coal truck driver recently discharged by a firm doing business with the overseers of public welfare.

Councillor Dowd's statement was given out last night after the board of overseers had branded as "absolutely without foundation," his previous charge that the city was delivering coal for the poor to single roomers in a centrally-heated lodging house at 664 Massachusetts avenue, South End.

Secretary Walter V. McCarthy of the board of overseers declared that a complete survey of the records showed that no orders had been given by the city to the New England Coal & Ice Company of Dorchester to deliver allotments of coal at that address, and he stated further that the company's records failed to show that it had received such orders from the city.

Says City Paid \$25,088

To which Councillor Dowd retorted that the overseers had taken 48 hours to answer his charge, "to change or destroy the department records and to bring pressure on the coal company which made the deliveries."

He declared that the company had received \$25,088 from the city for coal delivered during the first two months of the year on orders from the overseers, and he insisted that before the investigation is over, he would learn where the 8000 tons had been delivered.

At the same time Councillor Clement A. Norton of Hyde Park announced that at today's special meeting of the Council he would file a minority report, demanding a reduction of the \$6,000,000 budget allowances for 1931 poor and unemployment relief on the ground that many of the jobless were receiving more money from the overseers than they earned during their periods of employment.

Already Checked

Commenting on the threat of a State investigation, Secretary McCarthy stated last night that the department was already being checked and double-checked, first by Mayor Curley's experts and again by Chairman Goodwin's Finance Commission auditors.

The latest charges of Councillor Dowd were characterized by the public welfare official as "ridiculous." He declared that under the law Boston was obliged to aid persons who had settlements in this city, but recently moved elsewhere, but he insisted that no Boston coal allotments went to other cities. Under the law, he said, the other cities aid recent Boston residents and then send the bills to Boston.

MAYOR CURLEY GREETSDAUGHTERS OF VETERANS

Memorial services yesterday morning, followed by a luncheon given by the city of Boston and the installation of officers in the late afternoon, brought to a close the two-day convention of Massachusetts Daughters of Union Veterans of the Civil War at the Hotel Kenmore. More than 400 were present.

The Daughters received visits from the national officers of the G. A. R. and the Ladies of the G. A. R. Mrs. Grace E. Dow of Malden was the presiding officer.

Mayor Curley visited the Daughters during luncheon and was escorted to the head table by Miss Margaret Powers of Medford, a council member. The Mayor presented Mrs. Dow an old-fashioned bouquet and extended the greetings of the people of Boston "to this wonderful aggregation who have contributed so much to everything worth while in American life during a half century."

The new officers were installed by Mrs. Elsie Chase, national president, of Denver, and her staff. The officers installed, included Mrs. Frances W. Marshall of Dorchester, president; Mrs. Louise C. Vincent of Fitchburg, senior vice president; Mrs. Cora H. Currie of Cambridge, junior vice president; Mrs. Ethel Little of Reading, chaplain; Mrs. Sadie Wilcox of Somerville, treasurer; Mrs. Bertha Priest of Quincy, secretary; Mrs. Grace E. Dow of Malden, Mrs. Anna Nagle of Roxbury and Mrs. Elizabeth Douglas of Roxbury, council members; Mrs. Nellie Emerson of Jamaica Plain, inspector; Mrs. Anna Robinson of Milton, patriotic instructor.

MAYOR TO GIVE BUST OF MRS CURLEY FOR SCHOOL

A marble bust of Mrs. Mary E. Curley, wife of Mayor James M. Curley, who died last June, will shortly be presented to the School Committee by the Mayor to occupy a place in the main entrance of the new public school on Pershing road, Jamaica Plain, and named recently in memory of Mrs. Curley by order of the School Committee.

The marble bust of Mrs. Curley was made about five years ago by the well known C. S. Paolo who has sculptured likenesses of Ex-President Coolidge, Pope Pius XI and Cardinal O'Connell. The bust is now in the Curley family residence on Jamaicaaway, Jamaica Plain. Mayor Curley said yesterday that he was having made a suitable base for the bust.

Yesterday the Mayor received from the School Department a copy of the order passed by the committee naming the school for his deceased wife.

cont

HERALD

7/9/31

belier that the old age assistance act, as enacted, would mean a burden on cities and towns which they cannot afford, and yet, if I understand the political side of it, no legislator holding a seat on Beacon Hill dares to vote for any new tax to defray the expense.

In Fall River we have found many ways and expect to find many more, where we can apply business methods of procedure. One deterrent in the application of business methods is civil service. Under civil service it is easy to hire but difficult to fire. Undoubtedly civil service was designed to prevent political appointments and removals out it is impossible to get efficiency, and you have little to say regarding whom you take on, and it is very difficult once you have hired a person to get rid of him.

In general, my feeling is that the responsibility (if we are to keep the form of government designed by our forefathers) lies with the citizens of this state and of this country. It means economy, it means the application of business methods; it means the simplification of government; to perform only such functions as are essential; it means the reawakening of the social conscience of our people, to administer to the care of the sick and needy in far greater measure than they now do, without leaving the entire burden on taxes and government. It means an arousing of the interest and the lessening of the apathy of the people towards our government.

Mr. Cutter said in part:

I heard 10 years ago that Lowell was having a hard time. I heard it five years ago and I hear it today. But there are as many silk stockings and automobiles in Lowell as in other cities all over the country. There are the same traffic problems. There are new houses extending into surrounding towns. There is improvement in buildings within the city itself, and growth in size of Lowell banks and other institutions. Lowell still has men of ability who will maintain its prestige successfully in competition with any cities in any section of our country.

Our greatest industries here have been hard hit. There never has been any question as to the quality of goods produced in Lowell or the skill of the management and workmen in producing these goods. There is some question as to whether we have done a good job in merchandising and styling our goods, and in building up markets for them all over the world. It is quite possible that, relying on sterling quality, we have overlooked modern merchandising and business practices, particularly in the textile industry in this city and in our section of the country.

Loafing may be justified if we desire it as leisure, but if it is imposed on able-bodied men and women who have not the basic comforts of food, clothing and warm shelter, it becomes unemployment, and it is a problem for business men to solve. It is apparent that we have thus far in our development not solved this problem. Business is probably responsible for this situation because it failed to balance production and consumption through lack of planning.

Representatives of the government must be willing to administer their offices from the standpoint of human welfare rather than from that of selfish personal aggrandizement. Government must practice the same principles of integrity, economy and industry which should

characterize the conduct of each individual citizen.

Sound bankers and economists realize their responsibility for maintenance of a sound financial basis for government and baking enterprises. They realize that with them lies the responsibility for the development of sound theory and practice for business conduct.

Business men realize the problems brought about by the mechanization of industry, and consequent technological unemployment. They realize the problems of mergers, consolidations and mass production, and the greater responsibilities which increasing size of our industrial units brings forward.

Post 4/9/31

WHERE THE TAX RATE HURTS

A city tax rate does not tell the whole story so far as the burden on taxpayers is concerned. At the present time in Boston there are millions of dollars in property vastly over-assessed. There are plenty of property owners who, this year, will pay taxes on a valuation greatly in excess of what the property would bring in the open market.

A large part of residential Back Bay is valued, for the purpose of assessment, at prices which in some cases are twice the present market value. This is because of the sheer collapse of values in that district.

Similar conditions exist in certain parts of the business district.

A tax rate of say \$30 a thousand means a good deal more than that to many property owners. Based on a fair market value for their property they would really be paying \$60 a thousand—a terrific rate of taxation.

In Cambridge, for example, there are hundreds of houses which have sold in the open real estate market the past year at almost double the assessed valuation. In other suburbs the situation is somewhat the same.

The man whose property is assessed far below what he could obtain for it in the real estate market need not worry particularly at high taxes. His assessment takes the edge off the high rate.

But the man who owns property he can't sell except at a tremendous sacrifice as far as the assessed value is concerned is savagely hit by an increase in the tax rate.

Of course, the real estate market is depressed at the present time. Real estate owners are hopeful of a rise in market values in the near future. Property values in general can hardly go much lower.

But meanwhile taxes are a heavy burden on much city property and the weight of it is very much greater than rests on property owners of suburban Boston.

Rockne Memorial Mass at Boston College Monday

The Rev. James H. Dolan, S. J., president of Boston College, will be the celebrant of the solemn high memorial mass for the late Knute K. Rockne, which will take place next Monday morning at 9. This requiem service is being sponsored by a group of Notre Dame graduates and other friends of the Notre Dame coach here in Boston. The following men will serve as ushers at the mass: Luke L. Kelly, former Notre Dame football captain; Edward L. Casey, Harvard football coach; Joseph McKenney, head coach at Boston College; Joseph F. Gargan, Notre Dame; Charles F. Baine, president of Notre Dame Club; John V. McManmon, Notre Dame graduate and Boston College line coach; Dr. James J. Lynch, secretary of Notre Dame Club; Joseph Kelley, Boston College football captain for 1931; John U. Riley, Notre Dame. Invitations have been extended both to Governor Ely and Mayor Curley.

Award of \$199,823 for Land Made Against City

An award of \$199,823 for the taking of land at the corner of Charles and Cambridge streets, West End, was made by a jury in Suffolk Superior Civil Court yesterday against the city. Henry M. Williams and others, acting as trustees for the Southac Trust, were plaintiffs in the suit. The city had previously offered a settlement of \$140,000 which had been declined. The taking represents 6900 square feet of land and a five-story building located on it.

RECORD 7/9/31

Mayor at O'Keefe Funeral Services

Final tribute was paid yesterday to Michael O'Keefe, chain grocery store pioneer who died Sunday, at funeral services in the Church of Our Lady of Lourdes, Jamaica Plain.

Mayor Curley and his daughter, Miss Mary Curley, were among the throng of friends and business associates who attended the solemn high mass of requiem. Three nephews of the deceased officiated in the mass, which was celebrated by Rev. Joseph Scanlon of Fordham University. Burial was in St. Joseph's Cemetery.

Marble Bust of Wife Curley Gift to School

A marble bust of Mrs. Mary E. Curley, late wife of Mayor Curley, will be the executive's gift to the new school to be built in Jamaica Plain and named after his wife, he announced yesterday. Mrs. Curley posed for the bust before the noted sculptor, Paoli, about five years ago.

URGES FREEDOM FROM OUTSIDE RAIL CONTROL

Governor Declares Position
For First Time in Lowell
Address

CITES PENNSYLVANIA
HOLDINGS IN ROADS

Jackson Says Racketeers
Made Clean-up in
Fall River

[Special Dispatch to The Herald]

LOWELL, April 8—Sounding sharp warning to New England to resist with solid front the efforts of "alien" interests to gain domination over the New England railroads, Gov. Ely, speaking here tonight at the annual dinner of the chamber of commerce in Memorial auditorium, served notice on the trunk line roads to observe a "hands off" policy with respect to the New England lines.

The Governor, declaring his position for the first time on the subject, came out vigorously against trunk-line control of the New England railroads and warmly espoused the cause of "New England for New England" as regards its transportation and economic independence.

This independence, he said, is being seriously threatened, and he cited in this connection the control of the Boston & Maine and New Haven roads obtained by the Pennsylvania, as well as the efforts of another "national railroad system" (the Van Sweringen), to acquire the Boston & Maine.

TO FIX OWN POLICY

Pointedly, he made known New England's purpose to free itself of any and all outside domination. "A commonwealth is a sovereign organization of all the people, and it has abundant power to determine its own railroad policy either through the laws which exist or which can be enacted for its own protection."

The Governor concurred largely in the view of the situation taken recently by Joseph B. Eastman, interstate commerce commissioner, and he stated he believed with him that "the sturdy, reliable and confident public sentiment of New England, when once crystalized, will save us from the possibilities of catastrophe which now confront us."

Other speakers included James Jackson, former state treasurer and present member of the board of finance conducting the affairs of Fall River; Victor M. Cutter, president of the United Fruit Company; Mayor Thomas H. Braden and Lincoln Clark, president of the chamber of commerce.

Mr. Jackson, citing Fall River's experience as an example of unbusiness-like administration, urged the necessity of greater efficiency of operation and reduced expenditures by municipalities, as well as by state and nation.

"Today," he said, "our normal schools are turning out teachers well beyond the power of the state to employ them profitably; yet this continues at a large expense. A moratorium should be declared on the production of teachers and lawyers."

Mr. Jackson also disclosed incidentally the discovery of a small group of "racketeers" who had profited richly in the recent situation in Fall River by obtaining large fees for obtaining reductions in property valuations or tax abatements from the assessors.

James F. Conway, chairman of the dinner committee, was toastmaster. As the Governor rose to speak he was given a surprise ovation when, as the gathering stood up, the bugle and drum corps of Lowell post, American Legion, paraded around the outside of the hall and finally lined up in front of the speakers' table and serenaded the Governor at close range.

The Governor, at the outset, spoke of the versatility, initiative, courage and enterprise of the New England people, which he said had long stood them in good stead. Continuing, he said:

New England possesses a wealth and a producing power greatly in excess of her comparative population. Her contiguity to the markets of Europe should be utilized as a tremendous asset. She is today fortunately equipped, with superior railroad transportation service.

We must maintain, conserve and develop these assets, which are combinations of legacies we inherited and of the enterprise of our manufacturers, merchants and workers, if we are to develop independently and by result of our initiative; or we must surrender to alien railroad interests and become a way station for Wall street in New York and Broad street in Philadelphia. Possessing confidence in New England's ability to order, finance and manage her own affairs, I pledge you the best of my ability to prevent the financial or economic emasculation of Massachusetts so long as the responsibility placed in my hands by the people of Massachusetts continues.

What condition do we find? Our historic railroads are slipping or being wrested from us. The Pennsylvania railroad has acquired a dominating control of both the New Haven and the Boston & Maine railroads. Another national railroad system seeks to gain entrance to us by acquisition of the Boston & Maine, and we bid fair to become the prize for which banking institutions headquartered at New York are struggling behind the scenes.

These railroads represent the brain and brawn of New England. They are typically sound New England institutions. They have been rebuilt by New England's energy and in that position they are going to remain unless we lose confidence in ourselves, unless we insist upon becoming a financial dependency of New York and unless we are lured by the attractive promises of today which have the familiar ring of 20 years ago.

I should prefer to have the state of Massachusetts employ its power under the Boston Holding Corporation law to acquire the Boston & Maine stock once owned by the New Haven railroad, and which is now being employed to allot control over this system to the Pennsylvania, rather than to see our railroad influence and rights pass into alien hands whose primary interests lie beyond the borders of New England. But that is an alternative or expedient to which, I confidently believe, we will not be compelled to resort.

...It is to New England sentiment I now appeal. Wake up, New England. Whatever differences may exist among us in political partisanship; whatever rivalries may exist among states; whatever competitions may exist among business interests must not prevent us from presenting a solid front where the transportation independence and economic solidarity of New England are threatened.

We want the most ample and abundant railroad service that can be furnished. We desire as many competing lines as the extent of our requirements may demand. We want our ports developed and to be always the busy marts of commerce.

We must insist that the railroads which desire to supply us with industrial and commercial shipping for themselves shall come to us on an equal footing. Beyond and above that, we must insist that they shall enter New England upon the reasonable terms and the conditions which New England herself decides to be for her own best interests. We shall insist that they shall come in as the servants, not as the masters of New England.

Mr. Jackson said, in part:

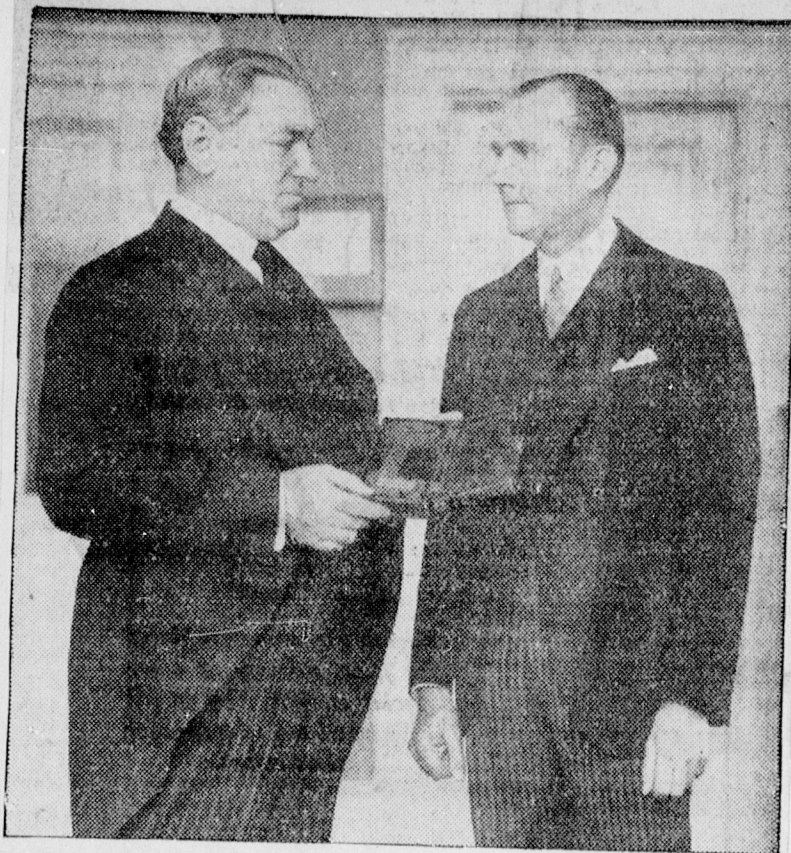
The basic difficulty with Fall River has been the fact that it is a city largely dependent upon the textile industry. The depression in that industry has created unemployment with lowering valuations and difficulty in collection of taxes. Although these facts had been known for some time, the expenses of the city were not cut commensurately with the decline in income, nor were the valuations adequately reduced with sufficient promptitude. All that was done was to talk about it and then postpone the evil day. TempORIZING and procrastination to the place of courageous action.

In every election we hear a good deal about the "apathy" of the public. If there were less apathy, there would be more intelligence shown in the selection of public officials. Candidates for public office must pledge themselves to a program of expense and expansion before the voters will recognize them. Many minds are influenced more by a flood of oratory and the waving of a flag than by good sound "horse sense."

Many prophecy that we are coming into an era of prosperity. Let us not build a structure of government which will be unable to stand the stress of abnormal depression. The danger of this has been illustrated in Fall River. Its total debt with a valuation of \$214,000,000 in 1926, was 10 and a quarter millions, or less than 5 per cent. of the valuation. This is a high percentage but today, when its valuation has probably gone down to \$120,000,000, a debt of \$12,278,000 or 10 and a quarter per cent., looks pretty large. In fact, the service on this debt absorbs over one-third of all revenue, and school expenses absorbs another third.

May I inject here that it is my

MAYOR HONORS GERMAN ENVOY



Mayor Curley presenting key to the city to Baron Dr. Von Prittwitz, who is here on three-day visit.

GERMAN ENVOY GUEST AT HARVARD

**Baron von Prittwitz Inspects
Dunster House—Also
Honored by City**

President Lowell and members of the Harvard faculty yesterday acted as hosts to Baron Dr. Von Prittwitz und Gaffron, German ambassador to the United States, who was their luncheon guest at Dunster House and later inspected that unit and Lowell House. This morning the university will be the ambassador's host when he visits the business school, Widener library and the Germanic museum.

Baron von Prittwitz expressed interest in the house plan as an educational and social experiment, comparing living and educational advantages of Harvard students over those of German university students. He was especially pleased with the libraries of the two houses. After his inspection of the units he left for the Newton Highlands home of Baron Karl von Toppelkirch, German consul-general in Boston, where a reception was given in his honor.

An informal luncheon was served at

Dunster house with the following seated at the master's table: President Lowell, Prof. Chester N. Greenough, master of the house; Baron Von Toppelkirch, and Profs. G. G. Wilson, E. Goldschmidt, G. E. Walz, Edwin Gay, A. N. Holcomb, Carl J. Friedrich, James Conant, E. S. Mason, J. P. Baxter, Rupert Emerson and E. H. Feilchenfeld.

Baron Von Prittwitz spent a busy day prior to his arrival at Cambridge. He was greeted earlier in the day by Gov. Ely during a visit to the State House. He then went to City Hall, where he was presented a key of the city by Mayor Curley. To both state and city officials, the German ambassador declared that the war scars had been healed and that there was a perfect understanding between his country and the United States.

The ambassador was given a reception last evening at Arbeiter hall, Amory street, Jamaica Plain. The German consul-general, Kurt von Toppelkirch, who had been with the visitor during the afternoon, met him at the door of the hall with a committee and with Standish Wilcox, the mayor's representative, escorted him to the platform. Addresses were made by the consul-general and the ambassador, and singing by a chorus consisting of the members of a number of German singing societies, with instrumental music by a group of Symphony orchestra players. About 500 were present.

DECLINES TO REOPEN LOAN BILL HEARINGS

The legislative committee on municipal finance declined yesterday to reopen its hearings on the city of Boston loan bills to give Mayor Curley additional opportunity to plead for the acceptance of two of those rejected by the committee last week.

The mayor sought to be heard on the \$11,000,000 central arterial highway measure and the \$1,250,000 bill for the development of the airport on which the committee recommended authorization for an expenditure of \$250,000.

CURLEY NOT TO BE ADVISER TO CHINA

Mayor Denies He Will Accept Financial Post

Mayor Curley made known yesterday that he is not planning to become the financial adviser to the Chinese government for three years at an annual salary of \$150,000.

When asked to comment on a report which reached Boston from Washington that he had already accepted the post, the mayor disclosed that he is not contemplating voluntary retirement as the chief executive of Boston.

No such offer has been broached, and the best reason that the mayor could hurriedly think of for eliminating himself as the reorganizer of the financial structure of the Chinese government is that he cannot speak the Chinese language nor count Chinese money.

He added that he is fairly well satisfied with his job as mayor, so well that he proposes to continue to serve the people of Boston for at least the next 33 months.

OFFICIALS INDORSE THEATRICAL DRIVE

Gov. Ely and Mayor Curley yesterday sent letters to James J. McGuinness, chairman of the New England committee for players' and patrons' jubilee week, commending the organization for the annual drive which is being conducted throughout the country this week.

Gov. Ely urged co-operation by attendance at local theatres. Mayor Curley emphasized the generosity of players in giving their talents and time to many worthy causes. Players' and Patrons' Jubilee Week is being celebrated at every motion picture theatre and vaudeville house in the United States.

BUST OF MARY CURLEY PRESENTED TO SCHOOL

The gift of a marble bust of Mary E. Curley, for whom the school committee has named the new Jamaica Plain intermediate school, was announced yesterday by Mayor Curley, as tangible expression of his appreciation of the recognition of his deceased wife.

The bust for which the late Mrs. Curley posed several years ago, and which was the work of the sculptor Paoli, has long been admired by visitors to the Curley home on Jamaica way.

The mayor believes that it should be located in the auditorium of the new school. He has ordered a marble base for the bust.

TRAVELER 4/9/31

Mayor Curley Speaker at Ford Hall Luncheon—Many Gifts Presented Veterans During Festivities

Remaining members of the Massachusetts department, Grand Army of the Republic, about 125 in number, now holding their 62d annual encampment, were today tendered a luncheon in Ford hall by the city of Boston. Mayor Curley was present and gave a brief address.

HOLD INSTALLATION

At the morning session in Faneuil Hall reports of committees were read and accepted and officers elected for the coming year were installed. State Commander Waldo Turner of East Weymouth presided.

Delegations from various organizations affiliated with the G. A. R. today visited Faneuil Hall and offered respects to the aged veterans whose ranks are rapidly thinning. They brought with them gifts of cash, gold and floral tributes.

These organizations included the Women's Relief Corps, represented by Mrs. Annie B. Howard, Mrs. George Hines, Mrs. Carrie Buchan, Miss Kate G. Raynor, who is national president; Mrs. Mattie L. Lord, Mrs. Mary E. Jewell, wife of the national commander, G. A. R., and Mrs. Teresa Dewey.

LEGION REPRESENTED

Representing the Weymouth unit, American Legion Auxiliary, were Mrs. Alice Crehan and Mrs. Mary Riley; the Ladies of the G. A. R. group included Mrs. Eva Phillips, Mrs. Mary Grandle, national president; Mrs. Emma L. Cushing, Mrs. Katherine Owens represented the United Spanish War Veterans Auxiliary; from the Sons of Veterans Auxiliary came Mrs. Daisy Wyman and Mrs. Elizabeth Haven.

At the banquet in Ford hall, sponsored

by the city, National Commander James E. Jewell, extended personal greetings, as did Mayor Curley. At the head table, besides the mayor and national commander, were Waldo Turner, department commander; Edward H. Lincoln, senior vice-commander, and Frederick H. Bishop, junior vice-commander.

The banquet terminated the two day convention. Plans for next year's encampment were discussed and committees appointed.

TRANSCRIPT 4/9/31

Services Held for Michael O'Keeffe

Funeral services for Michael O'Keeffe, of 61 Pond street, Jamaica Plain, were held this morning at the Church of Our Lady of Lourdes, where a solemn high mass of requiem was celebrated at 10 A. M. All offices and stores of the First National Stores, of which Mr. O'Keeffe was a director, were closed during the services from ten to eleven o'clock.

Officiating at the mass, all nephews of Mr. O'Keeffe, were Rev. Joseph Scanlon of Fordham University, New York, celebrant; Rev. Arthur Scanlon of New York, deacon; and Rev. Martin Scanlon, also of New York, sub-deacon. Mayor Curley and his daughter, Miss Mary Curley, were among the large crowd which attended the services, and in the sanctuary were Rev. James Kelly, pastor of the church, and Rev. Thomas Walsh of Chelsea.

The pallbearers included Lawrence Scanlon of New York; Martin Curry, Dorchester; Michael O'Hare, Belmont; James O'Hare, Dorchester; William McNamara, Winchester; Daniel O'Keeffe, Milton, and Charles H. Farnsworth, Brookline. Burial was at St. Joseph's Cemetery, West Roxbury.

Mayor Withdraws Request for Hearing

Writes to Committee on Municipal Finance Asking It to Reconsider Boston Items

Mayor James M. Curley lost another score at the State House today. He withdrew his request to the legislative Committee on Municipal Finance that he be allowed to appear before it to urge it to reconsider certain matters omitted by the committee in its report on the Boston appropriation bill. The mayor instead submitted, in writing, a request that the committee give further study to proposals which would avoid traffic congestions at the entrance to the new East Boston tunnel by the widening of streets in the vicinity, and also to the Boston Airport problems which were only partly reported by the committee.

What the mayor desired was \$1,250,000 for the airport development, and the committee gave him only \$250,000, which it believed to be sufficient to preserve the A-1A rating necessary to secure Federal aid.

The committee met in executive session and decided upon no reconsideration on any of the problems.

Two-Day Session Opens Saturday—Gov. Ely Honor Guest

Mrs. Minnie Stratton Watson, president of the Boston Zonta Club, will welcome the guests at the annual conference of district 1 of the Zonta organization to be held Saturday and Sunday at the Statler. About 300 are expected to attend.

Hostesses from Zonta clubs in Cambridge, Lynn, Malden, Newton, Salem and Arlington will assist in receiving and entertaining the delegates.

SCHEDULED SPEAKERS

Membership in Zonta is limited to women holding high executive office in the professional and business world.

The conference will open Saturday at 10 o'clock with reports and the transaction of regular business.

Miss Dora E. Neun of Rochester, N. Y., chairman of district 1, will preside at the opening session. Speakers will include Adele Howe of Boston, on "The Problem of the Older Worker"; Mina Price and Elizabeth Scott of New York city, on "International Relations" and "European Organization"; Judge Emma Fall Schofield of Boston and Grace Jayne of Syracuse, N. Y., on "Classification."

At the 1 o'clock luncheon at the Salle Moderne, the guests will be Mayor Curley, Miss Mary Curley, Mayor Russell and Mrs. Russell of Cambridge, Edward Billman, president of the Boston Kiwanis Club, and H. P. Porter, first vice-president of the Rotary Club of Boston.

GOV. ELY TO BE GUEST

Among the afternoon speakers are Laura Liddle, whose topic will be "The Binghamton Classification Plan"; Jessie Oatman of Niagara Falls, "The Confederation Budget"; Helen W. Cleveland, Toronto, "Proposed Amendments to the Constitution and By-laws and Other Confederation Business"; Elizabeth M. Haney, "Post Convention Tours"; Elizabeth Klages, Springfield, "Educationally Speaking"; Louise C. Gerry, Buffalo, and Harriet Ackroyd, Utica, "What Zonta Means to Me." The reports of regional chairmen will be given by Cora MacKenzie of Cambridge, Eleanor Kerr of New York city and Tess Sedwick of Buffalo.

Gov. Ely of Massachusetts and Lt.-Gov. and Mrs. Youngman, Judge Emma Fall Schofield, Miss Helen W. Cleveland, president of the International Zonta Clubs and the regional directors of the Zonta clubs are to be the honor guests at the banquet held at 7 o'clock in the Georgian room of the Statler. The speaker will be Dr. Samuel MacCauley Lindsay and his subject "The Art of Living Together." The musical program will be furnished by Mrs. Minnie Stratton Watson, Mrs. Anna Stevall Lothian, Miss Alice Drayton, Mrs. Suzanne Wayland Chick and Mrs. Natalie Weidner.

On Sunday morning at 9 o'clock a classification breakfast will be served, followed by a sight-seeing trip on the North Shore drive to Marblehead which will end with a good will meeting at the Adams House, Marblehead, where dinner will be served. The conference chairman is Miss Alice Drayton of Belmont.

ELY GREETES GERMAN ENVOY



DR. VON GAFFRON

GOVERNOR ELY

Dr. Friedrich Wilhelm von Prittwitz und Gaffron, German ambassador to United States, in Boston for a three-day visit, being welcomed in the State House today by Governor Joseph B. Ely. (Staff photo.)

BOSTON CHARMS GERMAN ENVOY

Boston's "special charm" came in for praise from Dr. Friedrich W. von Prittwitz und Gaffron, German ambassador to the United States, today as he began a three-day visit packed with social engagements.

Arriving at the Back Bay station at 7 a. m., the ambassador, who is 47, one of the youngest men holding a high diplomatic post, went to the Ritz-Carlton Hotel and then made calls on Governor Ely, Mayor Curley and Cardinal O'Connell.

"Boston has a special charm. I like it very much and am glad to be back here again," he told the Governor.

Through a mistake the Governor did not expect him today, the call

LAST RITES FOR M. O'KEEFFE

In the Church of Our Lady of Lourdes, Jamaica Plain, today a last tribute was paid to Michael O'Keefe, chain grocery pioneer who died Sunday.

Three nephews officiated at a solemn high mass of requiem attended by business associates and friends, including Mayor Curley and Miss Mary Curley, his daughter.

Rev. Joseph Scanlon of Fordham University was the celebrant. The deacon was Rev. Arthur Scanlon and the sub-deacon Rev. Martin Scanlon, both of New York. With in the sanctuary sat the church pastor, Rev. James Kelley and Rev. Thomas Walsh of Chelsea.

CURLEY ADMITS IT'S SOME JOB, ALLEE SAME!

If he could only speak Chinese— But Mayor Curley can't, and that, he said, wrecks a very entertaining rumor which was cavorting about City Hall today.

The rumor was that he had been offered a contract at \$150,000 a year for three years by the Chinese government to reorganize its finances.

It had all tongues wagging.

"I haven't received any such offer," the Mayor said, "but let me say that it is a very attractive proposition—only I can't speak Chinese."

One reason why the rumor was believed by many is that Mayor Curley has been tremendously popular with influential Chinese since he suggested sending this nation's wheat surplus to the millions of starving citizens of China, as a 40-year, non-interest-bearing loan.

Only recently he sent a flag of the city to Admiral S. K. Tu, secretary of the Chinese navy, and yesterday he received the daughters of the Chinese home secretary and the minister for foreign affairs.

The funeral was from the home, 61 Pond st., Jamaica Plain, and burial was in St. Joseph's Cemetery.

Active pallbearers were Dr. Nicholas Drummey, Lawrence Scanlon, Martin Curry, Michael O'Hare, James O'Hare, William McNamara, Daniel O'Keefe and Charles H. Farnsworth.

Daniel Watson, Thomas Watson, Martin Finn and Frank W. Viano were the ushers. The organist was Miss Mary Dolan.

Among those in attendance at the church were Traffic Commissioner Conry, ex-Senator Henry Fitzgerald, City Collector William McMorrow and U. S. Marshall William J. Keville.

The offices and stores of First National Stores, Inc., of which Mr. O'Keefe was a director and past president, were closed during the funeral.

CHUBB 4/10/31

WARTIME FEELING GONE, MAYOR SAYS

Praises Germany for Its Social Legislation

Gov Ely Also Speaks at Luncheon to German Ambassador

Mayor Curley, as host to the German Ambassador, Dr F. W. von Prittwitz und Gaffron, told him yesterday afternoon at a luncheon given in his honor at the Copley-Plaza that wartime feeling had disappeared and that the best feeling of good will exists between Bostonians and Germany. He praised von Hindenberg, and he praised Germany for its social legislation. He urged that Massachusetts might well benefit by patterning an old-age pension upon the German plan.

Gov Ely, bringing the German Ambassador the greetings of the Commonwealth, agreed that Germany was in the forefront in social legislation, and he suggested that, if Massachusetts was to have such an old-age pension law, the doctor-ambassador might also explain where Massachusetts could get the money by taxation to pay for it.

All of the dignitaries and prominent citizens in Boston were present at the luncheon. Maj Gen Fox Conner, in command of the 1st Corps Area, expressed the high regard of the Army for Germany, and Rear Admiral Louis M. Nulton, commandant of the Boston Navy Yard, expressed the similar sentiments of the Navy.

Henrich Gebhard, famous as the master of the piano, and Jacques Hoffman, violinist, played, and Mme Rose Zulallan sang several selections.

Mayor Curley's Talk

In expressing his greetings and the city's good will toward the distinguished visitor, Mayor Curley declared that the world owes more to Germany than to any other Nation because of her solution to problems which have afflicted humanity from the beginning of time. He spoke of Germany's contribution to art and to literature and music and science and the names of German leaders who rank high in these fields.

Particularly, said the Mayor, Germany has solved problems for herself which are today a source of irritation to other Nations and still remain unsolved for them. He referred particularly to the German old-age pension law and to the adequate solution devised for it by Germany.

Germany, he said, attacked social problems with vision and courage unequalled by any other Nation. He traced the development of the German pension laws and offered the suggestion that Massachusetts might profit by a study of them and of other social reforms perfected in Germany, such as maternity bills and laws which protect mothers in industry.

He praised the Germans for their loyalty and their leadership and declared that the American in Boston today had only respect and high admiration for the country and its citizens. He compared Hindenberg to

Mussolini as a leader in bringing order out of the post-war chaos of his country.

The Mayor introduced Gov Ely as the busiest, the most capable, and the best executive to sit in the Governor's chair in a quarter of a century, and the Governor was accorded an ovation.

Gov Ely's Speech

Gov Ely expressed his pleasure to welcome to the Commonwealth the distinguished German Ambassador and asserted that the luncheon provided a most interesting and welcome relief from the arduous tasks at the State House. He expressed his observations that Massachusetts might learn how to finance an old-age pension from the Ambassador. A remark that the country did not get all of its legislation, particularly the 18th amendment, from Germany, brought laughter. He urged that in similar instances in the future, the United States might well learn from Germany.

Maj Gen Conner declared that the Army would yield to no one in its admiration for Germany and in its delight at the return of friendly relations between the two countries and Admiral Nulton expressed the friendship and admiration of the Navy. Commander Richard F. Paul of the American Legion expressed similar sentiments, and Rev Charles B. Giessler of the Church of the Holy Trinity, South End, declared that he came prepared to say grace and not to give a speech.

Fr Geissler told of the work of the German church and the German school associated with it, and asserted that German has been taught there since 1842, although the school prides itself more on turning out good American citizens.

Mayor Curley presented the German Ambassador with a cane as a good will gift from the city of Boston.

Ambassador's Address

Ambassador von Prittwitz und Gaffron said:

"First of all let me thank you sincerely for the welcome your beautiful and old city has given me. Three days certainly do not suffice to learn to know all the characteristic features of a city which since the days of the arrival of the early Colonists on the peninsula of the 'Sweet Waters' has as the capital of the State of Massachusetts become the most important municipality of New England and literary center of unique repute. Since it is also not my first, I hope that this will not be my last, visit to Boston.

"There is a German proverb which says that misfortunes shared with others are not as burdensome. This saying, if it is true, should convince the civilized world that they are right who insist that the world's present state of depression and maladjustment will best be overcome and its economic equilibrium and better general conditions reestablished by cooperation and mutual help.

Diplomacy's Responsibility

"International diplomacy, which in former times very often had merely egotistic national aims, now realizes its growing responsibility in this field. It would be hoping for an Utopia to expect that a world which only two decades ago lived through the earthquake of the World War, could find itself without conflicting interests and unsettled problems. But I may be allowed to remind you that since the end of the great war, the idea of replacing armed conflicts by arbitration and conciliation has constantly gained ground,

a success which finally was crowned by the signing of the Kellogg Pact.

"Following the example given by the Pan-American movement on this side of the ocean, European statesmen have more recently applauded the project of creating closer links between the Nations living together on the European continent and suffering under the height of the artificial barriers which separate them from each other. The German Republic, which was the first of the great powers to adhere to the Kellogg Pact, has repeatedly shown its readiness to cooperate toward a better organization of international life, especially on the restricted area of Europe. The last speech Mr Stresemann delivered at Geneva shortly before his death was a passionate appeal for international solidarity and European understanding. The present German Government has no other aims.

Economic Cooperation

"Unfortunately, however, miracles, especially economic or political miracles, do not often happen. It even takes time for great ideas, which are bound to win because they are sound, to be accepted. The progress of history is only gradual and slow. This has been elucidated, as Dr Curtius, the German Minister of Foreign Affairs, pointed out in his recent speech, in a book entitled, 'The Policy of Peace,' published by the Rumanian Minister of Foreign Affairs, Mironescu.

"Hoping for a closer general economic co-operation in Europe, the Rumanian statesman sees the way towards this goal first of all in a gradual understanding between two, three or four countries. This train of thought has led some to promote—following the example given by Belgium and Luxembourg—the idea of a customs union between France and Belgium, just as it has led others to advocate a similar agreement between Yugoslavia and Rumania or between Esthonia and Lithuania. This train of thought brought about the plan of a customs union between Austria and Germany of which you have heard so much recently. It would take too much of your time if I were to go into details on this subject.

"I should like to point out, however, that there is nothing sensational about it, still less anything secret or aggressive. It is an endeavor to replace words by deeds with the intention not of harming but of furthering interests common to us all. As an American writer has very rightly put it, 'It is a wholly false conception of international peace that makes it merely synonymous with a renunciation of war.' Peace calls for even more dynamic energy than war. Instead of periodically having to face the destructive effects of armed conflicts, mankind is more desirous than ever of being led towards a constructive policy of peace and justice.

Message of Goodwill

"The last year ended under a cloudy sky. The new one is still young and its future is uncertain. But let us keep in mind something of that peacefulness and happiness every human being feels in God's nature around him and in his own heart and soul when the Easter season has awakened a new hope for Spring and blossoms. Hope creates optimism and optimism creates action. More rapidly than others have the American and German peoples found their way away from the memory of war back to the realities of peace and friendship.

"It is an honor and privilege for me to be in a modest way able to cooperate in our mutual endeavors to strengthen the existing friendly relations between our two peoples. Will you please accept my message of goodwill and permit me to bring your friendly greetings home to your

Curley Calls Ely State's Best Governor in Quarter Century

"Busiest, Most Capable and Most Efficient," He Says at Luncheon to German Envoy— Austro-German Union Defended

Mayor Curley, at a luncheon which he tendered yesterday Dr. Friederich W. von Prittwitz, German ambassador, publicly declared Gov. Ely to be "the busiest, most capable and most efficient chief executive that this commonwealth has known in a quarter of a century."

In view of reports of a strained relationship between the mayor and the Governor, the remark excited considerable comment, among the 200 persons who attended the affair at the Copley Plaza.

The mayor followed the remark by asking Mme. Rose Zulallan to sing "My Hero," a number which he asserted is very popular with Gov. Ely. In presenting the Governor, Mayor Curley made facetious reference to the song.

Gov. Ely, smiling, replied that the song is a feature of a light opera in which "there is a plaintive note of unrequited love," and that "the climax reveals that everybody is friendly and all right."

The German ambassador to the United States, in his address, vigorously defended the customs union between Germany and Austria, asserting that "there is nothing sensational about it, still less anything secret or aggressive. It is an endeavor to replace words by deeds with the intention not of harming but of furthering interests common to us all."

The Governor and the mayor expressed to Ambassador von Prittwitz the appreciation held by Americans of the success achieved in Germany in social legislation, and the mayor offered the hope that the United States would ultimately adopt the various social reforms inaugurated in Germany as far back as 1884.

Gov. Ely told the ambassador that the United States failed to find an inspiration for one reform in Germany and he indicated the 18th amendment as the example. He added that he would appreciate an address by the ambassador to the Legislature on the value of social reforms with particular emphasis to "the best sort of tax we can impose on the people to raise the necessary money."

Mayor Curley presented Dr. von Prittwitz a walking stick. Other speakers were Maj.-Gen. Fox Connor, Rear Admiral Louis M. Nulton, Comdr. Richard Paul of the state department American Legion and the Rev. Fr. Charles P. Gisley, S. J., pastor of the German-Catholic Church of the Holy Trinity.

Gen. C. von Knobelsdorff, who fought in the Franco-Prussian war, and who is a 90-year-old resident of Boston, was introduced.

Ambassador von Prittwitz discussed the urgent need of international diplomacy aimed to achieve international cooperation, saying, in part:

It would be hoping for an Utopia to expect a world which only two decades ago lived through the earthquake of the world war, could find itself without conflicting interests and unsettled problems.

Since the end of the great war the idea of replacing armed conflicts by arbitration and conciliation has constantly gained ground, a success which was finally crowned by the signing of the Kellogg pact. Following the example given by the Pan-American movement on this side of the ocean, European statesmen have more recently applauded the project of creating closer links between the nations living together on the European continent and suffering under the weight of the artificial barriers which separate them from each other.

The German republic, which was the first of the great powers to adhere to the Kellogg pact, has repeatedly shown its readiness to co-operate toward a better organization of international life, especially on the restricted area of Europe. The last speech Dr. Stresemann delivered at Geneva shortly before his death was a passionate appeal for international solidarity and European understanding. The present German government has no other aims.

Referring to recent discussion of the projected customs union between Germany and Austria, the ambassador said:

This train of thought has led some to promote—following the example given by Belgium and Luxemburg—the idea of a customs union between France and Belgium, just as it has led others to advocate a similar agreement between Yugoslavia and Rumania or between Estonia and Lithuania. This train of thought brought about the plan of a customs union between Austria and Germany, of which you have heard so much recently. It would take too much of your time if I were to go into detail on this subject. I should like to point out, however, that there is nothing sensational about it, still less anything secret or aggressive. It is an endeavor to replace words by deeds with the intention not of harming but of furthering interests common to us all.

situation in this city which were forwarded to Police Commissioner Eugene C. Hultman, and which a survey shows have not been remedied, it was learned yesterday will be the basis for an investigation.

The situation was attracted to the attention of Mayor Curley a number of days ago when he stood at a window in his office at City Hall and observed the manner in which firemen and apparatus were delayed in reaching a fire on Province st.

A walk through this street early one morning and a second time a number of hours later showed him that the same automobiles were in the same place at both hours and no police parking tags were to be seen on any of the cars.

The cars against the curb were parked without regard to red hydrant marks or the yellow "loading zone" marks and two policemen were noticed walking down the street without paying any attention to the painted curbs.

Relieved of Task

The two policemen, it was learned later were members of the Traffic Division, from whom it was said Commissioner Hultman took all duties of tagging parkers in violation of the traffic rules, and placed the duty entirely on the route patrolmen.

An attempt to get information from Traffic Commissioner Conry only brought the reply that he had received a complaint from Mayor Curley, and besides a survey by his inspectors, made a personal visit to Province st. and found conditions much worse than those described in the complaint.

He refused to make any statement on the situation in Boston saying that he would make his report to Mayor Curley and any statement must come from City Hall.

Commissioner Conry was willing to talk about the new rules for parking downtown from 6 p m to 1 a m which go into effect Monday, allowing parking on all streets outside of restricted areas, except Washington st. and the east side of Tremont st.

The section of the city which will be open for parking is that bounded by Massachusetts av. the waterfront, Charles River and the South Bay.

Drivers Still Liable

By this unlimited parking concession, Commissioner Conry stated that autoists are still liable for violating any of the existing laws relating to no parking within 10 feet of a hydrant, within the intersection of two streets, within 20 feet of a street corner, or within the yellow loading zone marks at any building.

He also said that automobiles must not be parked or left in front of the entrances to churches, theatres or hotels, and the purpose of the change is to allow the use of streets generally classified as business streets and which ordinarily are not used at night.

The restrictions on the use of one-way streets are in force at night the same as in the daytime and all parkers must use discretion in how they leave the machines. It was said that the rule for parking provides for only one side of these one-way streets.

Commissioner Conry said that his department would do everything in its power to see that the parking rules are obeyed by the night parkers and persons who leave their machines within marked restricted spaces, especially loading zones, hydrants and street intersections will be subject to police prosecution.

GLOBE 4/16/31

Curley Finds Continued Violation of Rules

Mayor Sees No Tags on Autos in Downtown District

Complaints filed by Mayor James M. Curley with Traffic Commissioner Joseph A. Conry, relating to the parking

CURLEY DEMAND TO APPLY RULES INFLAMES FEUD

Traffic Chief Says Police
Head Disregards His
Appeals

OTHER COMPLAINS OF CONSTANT CHANGES

Two Avoid Each Other—
Tagging Drive Down-
town Predicted

Demands that the police enforce parking regulations in streets downtown, especially in the vicinity of City Hall, made by Mayor Curley, yesterday fanned into open hostility the year-old coolness that has been apparent between Traffic Commissioner Joseph A. Conry and Police Commissioner Eugene C. Hultman, also a member of the traffic commission.

Mr. Conry charged that he has been unable to interest Mr. Hultman in the need of stricter enforcement of parking rules. And Mr. Hultman countered with the statement that every time the police enforce parking restrictions the traffic commissioner removes the restrictions.

The mayor's demand followed his personal observation of conditions in Province street, from his office window. When he called this to the attention of Mr. Conry, the traffic commissioner denied responsibility and blamed the police commissioner. Mr. Conry was then instructed to see Mr. Hultman and tell him to issue the necessary orders.

SUMMONS TO HIS OFFICE

It is understood, however, that Mr. Conry sent a summons to the police commissioner to come to the traffic commission office. He followed this summons, it is understood, with a letter in which he passed on the mayor's desires.

Mr. Hultman last night denied that he had received any communication from the mayor. He said:

"The police have enforced the traffic regulations so vigorously that a storm of protest has reached the traffic commissioner. This protest resulted in the ban being lifted on parking downtown after 6 o'clock at night.

"I made a recommendation last March to the traffic commissioner asking that he place Province street in the restricted area for parking, or at least to make it a one way street. To date,

no action of any kind has been made on my recommendation."

According to Mr. Conry conditions in Province street are no different from conditions in other downtown streets. It has been said that the same cars may be seen every day in the same place, apparently parked all day.

Those whose cars have been tagged for violation of parking rules insist that some car owners must be favored, or the same cars would not be parked every day in the same place without interference by police or any one else.

The action of Mayor Curley, while calculated to widen the breach between Mr. Conry and Mr. Hultman, is expected to result in a police drive of unusual intensity against violations of parking rules.

This breach has been apparent to those whose business brings them in contact with the traffic commission, almost since Mr. Conry's appointment. The two commissioners seem to avoid meeting if possible, carrying on all their business relations in writing.

Mr. Conry even disliked the idea of locating the commission in the police headquarters building. He resented the action of the police commissioner in spotting taxi stands throughout the city, under the new taxi law, without consulting the traffic commissioner.

Commissioner Hultman also has been in difficulties with Gov. Ely in relation to the enforcement of the new taxicab regulations he put in force at the start of the year under the legislation passed last year.

Senator Joseph Finnegan of Dorchester, who is not on friendly terms with Mayor Curley, presented the protests of the independent taxicab owners to the Governor, who in turn demanded that the police commissioner give them a fairer distribution of the open stands.

It is generally maintained by police that any request for a change in traffic regulations made to the police department, and then referred to the traffic commission, is certain to meet the disapproval of the traffic commissioner.

At the recent meeting of the traffic commission at which the ban on parking after 6 P. M. was removed, the police commissioner was intentionally absent as an expression of his disapproval of any such action.

These changes, permitting downtown parking after six o'clock, become effective next Monday. "Downtown" is defined by the traffic commission as the district bounded by the southwestern line of Massachusetts avenue, the Roxbury canal, North bay, Fort Point channel, Charles river and Charles River basin.

The night parking however will not be permitted in places where parking is forbidden. Within an intersection; on a crosswalk; between an established safety zone and the adjacent curb or within 20 feet of a point on the curb immediately opposite the end of a safety zone; on the approach to an intersection within 20 feet of the intersection; the space in front of, or within 15 feet of either wall of a fire station, on both sides of the street; within 10 feet of a fire hydrant; in front of a private driveway; on a bridge, viaduct or the approach thereto, except in established loading zones.

In one-way streets where parking is prohibited in both sides the new rules permits parking on the right side.

That rule is still effective which reads: No operator shall park any vehicle in such a manner as to obstruct the movement of any street car, nor under any condition when the parking of said vehicle leaves less than 10 feet of the width of the roadway available for the passage of traffic."

GLOBE 4/10/31

MAYOR HAS RECEIVED NO AIR MANEUVERS PROTEST

A copy of the communication sent by Mayor Curley to Secretary of War Hurley at Washington was given yesterday by the Mayor to the press.

The Mayor, according to his letter, had received no personal protest against the proposed air maneuvers, and was of the opinion that any such protests emanated from pacifists more interested in some other country than in America. The text of the communication follows:

"I beg to forward herewith indorsement of the Crosscup-Pishon Post, American Legion, to conduct air maneuvers at Boston during the month of May. The action taken by the Crosscup-Pishon Post is an indication of the manner in which the men who served during the war regard the program as originally outlined by the War Department.

"Personally I have received no protest against the holding of the maneuvers, and you may rest assured that such as have been received from persons living in Boston or vicinity have emanated from pacifists and internationalists who are more greatly interested in some other country than they are in America, and to accept of their judgment would be to leave America defenseless in an hour of crisis."

Mighty Band Will Play Here Sunday Night

Sousa to Appear in Program for Benefit of Boston Musicians

A concert by a band of 400 musicians, directed by such leaders as John Philip Sousa, Captain Charles O'Neill of Quebec, Herbert L. Clarke and others, will be given Sunday evening at Mechanics Building at seven o'clock for the benefit of unemployed musicians of Boston.

The concert, known as the Gilmore Memorial Concert, in memory of the father of the modern concert band, Patrick Sarsfield Gilmore, will include compositions written especially for the occasion by many distinguished composers, and will conclude the four-day convention of the American Bandmasters' Association.

The first portion of the program will be devoted to the higher types of music in which all the visiting bandmasters will take part, each conducting his own favorite march composition. The second portion of the program will begin at 8.45 P. M., at which a number of the new compositions will be played for the first time. These numbers will be conducted by their composers.

Percy Grainger, Richard B. Hayward, Leo Sowerby, Dr. Carl Busch and Henry Hadley have composed numbers especially for the American Bandmasters' Association. These compositions will all have their initial performance at the Sunday evening concert. In addition to the above mentioned conductors, Edwin Franko Goldman, Victor J. Grabel, Herbert L. Clarke and A. A. Harding of the University of Illinois will conduct special numbers.

This will be the first time in American band history that such a distinguished array of talent has appeared on the same program in conjunction with a band of this size. The entire proceeds of the concert will be turned over to the Boston Musicians' Mutual Relief Society.

Walter M. Smith, nationally known cornetist and Boston's contribution to the list of famous musicians, will be the soloist at the concert. One of his selections will be the "Valse Brillante," by T. V. Short, and the band will be conducted during this piece by Herbert L. Clarke, conductor of the Long Beach, Calif., municipal band.

Mrs. A. Lincoln Filene heads a distinguished committee which is sponsoring the concert.

Other members of the committee are: Governor Ely, Mayor Curley, Miss Mary D. Curley, Russell Codman, Jr., Dr. Archibald T. Davison, Miss Rose Dexter, Mrs. George R. Fearing, Mrs. Alvan T. Fuller, Paul Fitzpatrick, Wallace Goodrich, Mrs. John L. Grandin, Jr., Mrs. Frederick L. Milliken, Mrs. Alexander Steinert, Philip Stockton, Mrs. Nathaniel Thayer and Mrs. Charles Weil.

Police Head Makes Some New Comment on Down- town Conditions

The breach between Police Commissioner Eugene C. Hultman and Traffic Commissioner Joseph A. Conry over enforcement of traffic and parking rules in downtown Boston had not been closed today.

Commissioner Hultman declared that Province street, which he recommended to be placed in the restricted area for parking, or at least be made a one-way street, always has been a source of trouble for some time. He added that, as a result of recommendations by traffic officers, he suggested this street be put in the restricted area, but up to the present no answer had been made to his communication.

TWO-LINE PARKING

He declared further that while the parking laws were supposed to have been forced in Province street, he knows that cars have been parked in two lines there frequently.

Hultman believes it would probably be difficult to get any officers to prosecute public officials who may park cars there. He also stated that there are bound to be sooner or later serious difficulties due to the fire risk if parking is allowed, as it will be hard to get ladders up. He warned there may be serious loss of life or property if the risk is allowed to continue.

The commissioner said he did not approve the lifting of parking restrictions at night because of the fire risk. He said he had not heard from the mayor and, if he had, he would have answered him.

CONRY HOLDS UP ANSWER

Traffic Commissioner Conry had nothing to say today concerning the parking situation, but said he might have something to say Monday. Beginning Monday night, parking without time limit in the downtown district will be permitted between 6 P. M. and 1 A. M. The district is bounded by the southwesterly line of Massachusetts avenue, the Roxbury canal, South bay, Fort Point channel, Charles river and Charles River basin.

In one-way streets, where parking is prohibited on both sides, the new rules permit parking on the right side. The night parking will not be permitted in places where parking is forbidden, within an intersection, on a cross-walk between an established safety zone and of a point on the curb immediately opposite the end of a safety zone; on the approach to an intersection within 20 feet of the intersection; the space the adjacent curb or within 20 feet in front of or within 15 feet of either wall of a fire station, on both sides of the street; within 10 feet of a fire hydrant; in front of a private driveway; on a bridge, viaduct or the approach thereto, except in established loading places.

ELY-CURLEY ENACT LOVE FEAST ROLE

Compliment Each Other at German Envoy Banquet

Any remaining discords of the last gubernatorial primary campaign here were publicly buried beneath a landslide of praise late yesterday at the Copley-Plaza as Governor Ely and Mayor Curley, sitting side by side, broke bread at the banquet given by the city to honor Dr. Friedrich W. von Prittwitz, German ambassador to the United States, who is visiting Boston.

CURLEY LAUDS ELY

The first expansive flourish of friendship was offered by the Mayor in calling upon the Governor to speak. "It gives me great pleasure to present," announced Mayor Curley, "the busiest, most capable and most efficient chief executive that the Commonwealth has known in a quarter of century, his Excellency, Joseph B. Ely."

After the applause of 500 guests had subsided, the Governor, smiling broadly, assured the gathering that "everything was friendly and all right," despite the political battle of last fall in which the Mayor had led the primary battle for ex-Mayor John F. Fitzgerald, who was not present. The Mayor informed the distinguished German guest of honor that he was glad to have a Democratic Governor to represent the Commonwealth, and he called upon Rose Zulalian, operatic soprano, to sing, "My Hero," favored song of former Mayor Fitzgerald.

In referring to the song as the Democratic song of victory, the Governor recalled the opera made famous by "My Hero." "If I recall the opera correctly," said the Governor, "My Hero," despite the plaint of unrequited love in the song itself, in the end, as with all light operas, everything came out all right and everyone was friendly."

Governor Ely invited Ambassador von Prittwitz to address the State Legislature on the best sort of taxation to impose on the people to meet the requirements of the law, but the ambassador must be in Washington tonight as the guest of the Gridiron Club.

Boston's oldest Franco-Prussian war veteran, General C. von Knobelsdorff, aged 90, was called upon by the Mayor to stand and receive the applause of the gathering.

As a tribute from the people of the city, the Mayor presented the ambassador with a cane, urging him to come back soon to Boston to stay longer.

Globe 4/10/31

NOT AGAINST AIR MANEUVERS

No Protest to Him, Curley Informs Hurley

Mayor Curley today gave to the press a copy of a communication he sent Secretary of War Hurley at Washington, to the effect that he had received no personal protest against the proposed air maneuvers, and assuring him that any protests emanated from pacifists more interested in some other country than in America. The communication follows:

"I beg to forward herewith indorsement of the Crosscup-Pishon Post, American Legion, to conduct air maneuvers at Boston during the month of May. The action taken by the Crosscup-Pishon Post is an indication of the manner in which the men who served during the war regard the program as originally outlined by the War Department.

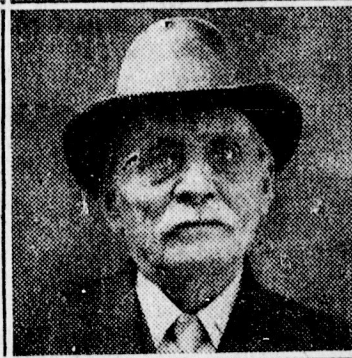
"Personally I have received no protest against the holding of the maneuvers, and you may rest assured that such as have been received from persons living in Boston or vicinity have emanated from pacifists and internationalists who are more greatly interested in some other country than they are in America, and to accept of their judgment would be to leave America defenseless in an hour of crisis."

Mayor Curley Says:

In this restless age we overlook the fact that fields are as fair at home as far away.

ANNUAL JEFFERSONIAN DINNER NEXT MONDAY

Mayor Curley to Speak in Cambridge at Annual Observance of Statesman's Birthday



WHITFIELD L. TUCK
President of Thomas Jefferson League.



MAYOR JAMES M. CURLEY

The Thomas Jefferson League of Massachusetts, Inc., Whitfield L. Tuck of Winchester, president, will hold its annual Jeffersonian dinner in observance of the birthday of Thomas Jefferson, Monday evening at 6:30 in the Hotel Commander, Cambridge.

Mayor James M. Curley of Boston, a charter member of the league, and Hon John J. McNaboe of New York, representing Gov Franklin D. Roosevelt, will be the principal speakers.

Dinner will be served at 7 o'clock. Among the speakers will be James Roosevelt, son of Gov Roosevelt; Mayor Richard M. Russell of Cambridge, Ex-Mayor Edward W. Quinn of Cambridge, Frank J. Donahue, chairman of the Democratic State committee; John F. Doherty of Fall River and Councillor Edward J. Sennot, chairman of the Cambridge Democratic city committee.

Invited guests include Senator David I. Walsh, Senator Marcus A. Coolidge, Gov Joseph B. Ely, State Treasurer Charles F. Hurley, John J. Raskob, State Auditor Francis X. Hurley and Congressman John W. McCormack.

The women's reception committee will comprise Mrs Richard M. Russell of Cambridge, Mrs Helen A. Macdonald, Mrs Elizabeth L. McNamara, Mrs Michael A. Kelley of Watertown, Mrs Mary A. Gallagher of Brighton and Mrs Rena Carlson of Wakefield.

Officers of the league are Whitfield L. Tuck, president; J. Joseph McManus, first vice president; William H. McMasters, second vice president; John L. McDonald, secretary; John A. Kiggen, treasurer; James M. Curley, Arthur Mulvey and Charles McGlue, with the above officers, directors.

More than 200 tickets have been distributed. An entertainment and musical program will be given.

Zonta Clubs Open 2-Day Convention

More than one hundred women, representing sixty Zonta clubs of the Eastern States, were present at the Hotel Statler this morning at the opening of the two-day convention of District 1 of Zonta International. Among those pres-

ent at the morning business session were Miss Helen Cleveland of Toronto, president of Zonta International; Miss Dora E. Neun of Rochester, N. Y., district chairman, and Mrs. Minnie Stratton Watson, president of the Boston Zonta Club. Membership in the organization is limited to women holding high executive positions in the business and professional world.

Mayor Curley and his daughter, Miss Mary Curley, were among guests invited for luncheon today, others being Mayor Richard M. Russell and Mrs. Russell of Cambridge, Edward W. Billman, president of the Boston Kiwanis Club, and Henry P. Porter, first vice president of the Rotary Club of Boston.

Lieutenant Governor William S. Youngman, Judge Emma Fall Schofield, Miss Cleveland and Rev. Samuel MacCauley Lindsay, D. D., will be the speakers at a banquet at the hotel tonight at 7 P. M.

Adams House Razing Will Start on Monday

At ten o'clock Monday morning, Mayor Curley will stick the first pick into the old Adams House, Washington street, to mark the beginning of the demolition of the structure to make way for a \$2,000,000 Paramount Publix Theater. To make the ceremony as impressive as possible, Mr. Curley announced his intention of beginning operations in the room occupied by former President Coolidge while he was governor of Massachusetts and a member of the Legislature.

Mrs. Nina B. Price of New York will speak on "International Relations and European Organization" at tomorrow morning's session, and the convention will close after a dinner at 1 P. M. at the Adams House, Marblehead.

L Street Bathhouse Cornerstone Is Laid

In the presence of several thousand persons this afternoon Mayor Curley officially laid the corner-stone of the new L-street bathhouse, the \$400,000 structure which will be ready for the opening of the bathing season on June 15. William P. Long, chairman of the Park Commission, presided over the exercises. The mayor declared that the bathhouse would be the largest in the world and would meet the demands not possible with the old structure. The new building is 1100 feet long and contains three sections, one for men, another for boys and the third for women.

POST 4/10/31

RECORD 4/10/31

STARTLING RADIO TUBE IS PRIEST'S

Fr. Daley's Invention
Is Demonstrated at
Boston College

Not only was radio history made last night at Boston College, but the Rev. Joseph J. Daley, S. J., scored a great personal triumph, when a private demonstration was given of a new principle for the amplification of radiant energy as applied to radio, with no regeneration. The new discovery eliminates practically all noise and clarifies the airway, also permitting clear long distance reception.

In the presence of an audience of men prominent in the scientific world, as well as many other walks of life, Walter M. Cusick, who has been working tirelessly with Father Daley for seven years in perfecting the newest wonder of radio, put the machine through its paces in competition with the most modern and best commercial sets obtainable.

The result was a notable demonstration of clarity of tone, great amplification without distortion and distance reception that was without the usual fuzziness and "background" noises. To a remarkable extent the static sounds were also reduced.

Governor Ely had planned up to the very last moment to be present, but was unavoidably prevented from doing so. But Mayor Curley was in one of the front seats of the large hall where the demonstration was given.

The Rev. John A. Tobin, S. J., professor of physics at Weston College and member of the American Physical Society, introduced the Rev. Father Daley. Father Tobin gave a technical description of the new receiver, the outstanding feature of which is its non-regenerative and no-feed back qualities. As Father Tobin graphically said, it is like the traffic in a one-way street, the ether lines not being impeded and clouded with returning traffic.

The Rev. Father Daley added some more detail in a brief speech that was received with an outburst of applause, and then came Radio Engineer Cusick, who said that in the regular utilization of the vacuum tube as an amplifier of radiant energy it was discovered that the tube was not "one way," but that a second undesired current was produced in the opposite direction.

Sniping the Public Welfare Board

It is getting to be quite an outdoor sport, this finding fault with the Overseers of the Boston Department of Public Welfare. Charges of "racketeering" among recipients of city relief have been made. The latest charge is one by City Councillor John F. Dowd that "whatever racketeering has been going on has been among executives of the welfare department."

Suppose occasional errors have been made in distribution of relief money by the Board of Overseers and its staff? Is it humanly possible to handle 4700 relief cases a week, involving about 25,000 persons, without an undeserving recipient slipping by now and then?

Any such undeserving persons, who have deliberately imposed on the welfare department, profiteering out of this relief and unemployment emergency, deserve full condemnation.

But the relief work must go on, and it must be quick and practical, not tardy, not over-zealous in seeking reasons for withholding aid. Recurring allegations that bits of graft have crept into the situation must not blind the public to the great good that is accomplished in thousands of instances which do not receive publicity.

The Overseers are unpaid. Chairman Simon E. Hecht of the Board is a wealthy man of much experience in relief work. James P. Maloney, the Board's treasurer, is a retired business man who has given many hours of his time to handling relief funds.

They and their associates have the unpaid job of distributing emergency relief in large quantity. The main question is—has relief been given?

The answer would seem to be in the reports of the Board and the fact that Boston has been spared the bread lines and apple-sellers of other cities.

TRAVELER

DOWD WANTS BOOKS PROBED

Councilman Asks Auditors
Check Welfare
Records

An order asking Mayor Curley to employ auditors to check the records of the city welfare department will be presented Monday by Councilman John F. Dowd as the result of the discovery of more cases of delivery of city coal to lodgers of steam-heated apartments.

CHALLENGE CHARGES

Officials of the welfare department have issued a challenge for a complete investigation of Dowd's charges. His charges were confirmed quite unexpectedly by Chairman Frank A. Goodwin of the finance commission.

Goodwin said his investigators had discovered a similar situation, but there may have been a good reason for it, as nearly all the occupants of the house were receiving aid from the city. Dowd cited coal delivery to a steam-heated

house at 664 Massachusetts avenue, while Goodwin declined to divulge the address in his case.

Dowd said he could see no excuse for the mayor to oppose an inquiry of the nature he proposes, because his motive is to protect the taxpayers. He plans to force an audit which would be a complete checkup of every expenditure including coal and grocery orders. He issued a statement replying to a denial of his charges by Secretary McCarthy.

FINANCE COMMISSION BUSY

Chairman Goodwin of the "fin com." said his commission learned of the delivery of coal by the welfare department to occupants of a heated apartment, and how this occurred is now being investigated. He said it appears this is an isolated case.

An official of the finance commission stated that he does not believe the situation is as bad as has been painted. He believes there have been about 500 fraudulent cases upon the unemployment relief list.

HERALD 4/10/31

ALIENIST TESTS 'POISON PEN' MAN

Accused Author of Notes
Under Observation at
Psychopathic Hospital

TRAPPED BY SMART DETECTIVE METHODS

Philip J. Herlihy, 32, of 102 Belvidere street, Back Bay, was yesterday committed to the Boston Psychopathic hospital for observation after his arraignment in municipal court on a charge of criminal libel. He is accused of writing obscene and libelous scrawls to a score or more of well known officials "threatening" them with "exposure."

Herlihy's arrest yesterday followed a period of investigation by Inspector George Augusta of the headquarters detective squad, starting with the letters received by Mayor Curley, and his daughter, Commissioner Hultman, Mrs. Esther M. Andrews of the Governor's Council, and other well known persons.

All the letters bore the same Back Bay post mark, but without indication of the box from which they were mailed. Inspector Augusta toured the area, mailing letters to himself, keying each, so he could find the box from which the threatening letters had been mailed.

Having determined this point he set fellow officers to round up all suspicious characters in the neighborhood; a search which resulted in information that Herlihy had become incensed at the police department for his failure to pass a civil service examination for a position in the department.

When this was learned Augusta ob-

tained the examination answers filed by Herlihy and compared their handwriting with that in the poison pen letters. A foremost New York handwriting expert is said to have declared the examination and the letters were both written by the same person.

The complaints against Herlihy yesterday were found to be beyond the jurisdiction of the lower court, but following an examination of Herlihy by Dr. Edouard Sandoz, alienist, Judge Good ordered the suspect committed to the psychopathic hospital.

Globe 4/10/31

MAYOR CURLEY'S DINNER TO GERMAN AMBASSADOR

More than 100 representative citizens of the State and city attended the dinner that Mayor Curley tendered Friedrich W. von Prittwitz und Gaffron, Ambassador of Germany at Washington, at the Copley-Plaza Hotel this afternoon.

Mayor Curley presided and among the prominent persons at the head table were Gov Joseph B. Ely, Hon Kurt von Tippleskirch, Consul General of Germany in Boston; Maj Gen Fox Conner, Rear Admiral Louis M. Nulsen, Lieut Col William T. Hoadley, Gen C. von Knobelsdorff, formerly of the Prussian Army, Berlin; Rev Charles P. Gisler, S. J., rector Church of the Holy Trinity, Boston; Prof Adolph Goldschmidt, Kuno Francke, professor of German art and culture at Harvard; Commendatore Giovanni Maria Pio Margotti, Consul General of Italy, in Boston; Dr Joseph Redlich, professor of Harvard Law School, and Carl F. Kaufmann.

TO HONOR ATTY REILLY IN ROXBURY ON MONDAY

Joseph E. Reilly, who was recently admitted to the bar, will be tendered a banquet by brother members of the Nonpareil A. A. of Roxbury and Jamaica Plain Monday evening at Intercolonial Hall, Roxbury.

Speakers will include Mayor Curley, Ex-Fire Commissioner Theodore A. Glynn, Soldiers' Relief Commissioner John J. Lydon, Fire Marshal John Reth, Chief Probation Officer Edward McKenna, Judge Frankland W. L. Miles of the Roxbury Municipal Court and Asst Dist Atty Frederick T. Doyle. Mr Doyle, a personal friend of Mr Reilly, will be the principal speaker.

William Harney is chairman of the committee in charge, assisted by William Hartnett, Edward Burns, John Norton, Christopher J. King, Charles Meagher, James V. McCloskey and James Canney.

For many years Mr Reilly was connected with the Soldiers' Relief Department of the city of Boston.

Post 4/10/31

DOWD ASKS FOR PROBE OF RELIEF

Poor Overseers Deny
Charge of Misuse
of Funds

Complete check-up of the distribution of cash, coal, groceries and other poor relief by the Public Welfare Department will be demanded by City Councillor John F. Dowd of Roxbury, he announced last night, following the denial of his charges by the overseers.

WILL ASK INQUIRY

He declared that at Monday's meeting of the City Council he will seek approval of an order requesting Mayor Curley to appoint impartial auditors to go over the books of the department and to determine whether the 12,000 poor and jobless cases on the city's list actually received the aid credited to them.

In a public statement, Secretary Walter V. McCarthy declared that the board of overseers was "perfectly willing at any time that an impartial investigation be made of the department." He noted that the Finance Commission has made several investigations and studies of the department during the past 10 years, and that the present commission has had a corps of investigators checking up for several weeks.

Chairman Frank A. Goodwin of the Finance Commission explained last night that they could not carry out an audit of every allotment of aid given weekly to 12,000 cases during the past three months, as the commission had no money in its budget adequate for this purpose.

Charges by Councillor Dowd that coal was delivered to steam-heated rooming houses and also to people in Waltham, Everett and Chelsea were specifically denied by Secretary McCarthy.

Fields Are as Fair at Home as Far Away, Says Mayor Curley

Mayor Curley's aphorism for today:

"In this restless age we overlook the fact that fields are as fair at home as far away."

Here Is Mayor Curley's Aphorism for Today

Mayor Curley's aphorism for today:

"In this restless age we overlook the fact that fields are as fair at home as far away."

GLORIE 4/10/31

MAY NAME CITY LINKS FOR GEORGE WRIGHT

Mayor Suggests Honor for
Dorchester Man

Also Would Designate Roxbury
Park After Fr Frawley

The proposed municipal golf course, in process of construction on the West Roxbury-Hyde Park line, will be named for George Wright, one of the oldest golf enthusiasts in the United States and the man who is said to have first introduced golf to Boston, in 1890, if the Park Commissioners act favorably on the suggestion made by Mayor Curley. Mr Wright is 84 years old and president of the sporting goods house of Wright & Ditson. He lives in Dorchester.

Park Commissioner Long informed the Mayor that the Park Commissioners would act on the suggestion of the Mayor at once. He added that he had known Mr Wright for a number of years, that he always attended the annual opening of the public golf course at Franklin Park, and that he was one of the finest men ever to play there.

Mayor Curley, in the same communication to Chairman Long, suggested that the public park along side of the Mission Church on Tremont st. Roxbury, be named for the late Rev Fr John J. Frawley, C. S. S. R., for many years rector of the Mission Church parish. Fr Frawley, says the Mayor's letter to Mr Long, was an outstanding figure in the religious and

educational life of Roxbury. He died a few years ago.

CHARLES CASTOR CHAIRMAN OF JUNE 17 CELEBRATION

Mayor Curley yesterday approved the designation of Charles Castor of Charlestown as chairman of the June 17 celebration in that district.

The name of Mr Castor, who has long been active in the Bunker Hill Day celebrations in Charlestown, was submitted by Councilor Thomas H. Green to City Treasurer Edmund L. Doland, director of public celebrations, who in turn sent it along to the Mayor.

CITY LAW EMPLOYEES

HELP JOBLESS FUND

Corporation Counsel Silverman yesterday advised Mayor Curley that the employees of the City Law Department will contribute \$250 to the unemployment fund of the Overseers of Public Welfare.

Mayor Curley stated that his office was contributing another \$100 to the same fund.

CURLEY APPROVES PAYING OF TWO OLD CITY BILLS

On advice of the City Law Department, Mayor Curley has approved two bills against the city contracted by the Director of Public Celebrations under the last Mayoral Administration. One was that of Fitzpatrick Brothers, caterers, for \$497.50, for the municipal banquet served in Charlestown the night before Bunker Hill Day in 1929.

The other was for \$60.30 for two umbrellas and toys given as prizes in connection with the children's parade in Charlestown on the morning of the 17th, 1929.

Mayor Curley, in explaining the bills, said they were inherited from the former regime and he was simply cleaning up.

WOULD WELCOME WELFARE INQUIRY

McCarthy Makes Reply to
Councilor Dowd

The Board of Overseers of Public Welfare and every official connected with the department is perfectly willing at any time that an impartial investigation be made of the department, said Walter V. McCarthy, executive secretary of the overseers, in a statement yesterday to Mayor Curley, in answer to charges made by Councilor John F. Dowd of Roxbury.

The statement was in part: "In accordance with your request I respectfully submit the following statement in answer to the statement appearing in morning papers.

"This department has never ordered coal to be delivered to any individual living outside of Boston. Under the law, persons in need of relief must make application to the Board of Public Welfare in the city in which they live, and all relief is extended by the local boards to the persons living within their cities or towns.

"Councilor Dowd speaks of asking His Honor the Mayor and the Council to sanction a thorough, unbiased investigation of this department, and that if such sanction is refused that he will avail himself of the right to demand of the Legislature, an impartial inquiry.

"The Board of Overseers of the Public Welfare and every official connected with the department is perfectly willing at any time that an impartial investigation be made of the department.

"It is worth noting, perhaps, that for the past several weeks the Boston Finance Commission has had a corps of investigators in the department, and that during the past eight or 10 years there have been several investigations and studies of the department made by the Finance Commission."

WEST ROXBURY WORKS

APPROVED BY MAYOR

Mayor Curley yesterday approved the following public improvements in West Roxbury as recommended by Public Works Commissioner Rourke, at a total cost of \$28,300:

Surface drain and three catch basins in Glen road, surface drain and eight catch basins in Gartland st, surface drain and two catch basins in Glenside av, surface drain, a sanitary sewer and two catch basins in Glade av, sanitary sewer and surface drain in Lindall st, sanitary sewer and surface drain in Basile st, surface drain and three catch basins in Shurland st, surface drain in Carv st.

ALLEGED TO ADMIT POISON PEN LETTERS

Back Bay Man Is Sent to
Psychopathic Hospital

Philip J. Herlihy Angered by Failure
to Pass Police Examinations

Philip J. Herlihy, 32, of 102 Belvidere st, Back Bay, arrested yesterday morning by Inspector George V. Augusta, as a suspicious person, is alleged by police to admit mailing libelous letters to Mayor Curley, his daughter and a group of city officials.

His arrest followed one of the most painstaking and clever investigations carried on by a Boston detective in recent years. Inspector Augusta, beginning the case with no other clues than the letters themselves and the envelopes in which they were contained—no fingerprints, no suspects, and the entire city of Boston to search—located the Back Bay district from which the letters were mailed by sending numerous epistles to himself, and then, aided by Detectives Thomas McLaughlin and M. J. Crowley, settled upon Herlihy as a suspect, due to the fact that

he was incensed against city officials after failing a Police Department examination.

Inspector Augusta went to the Civil Service Commission, obtained Herlihy's examination papers, and found that the handwriting on the letters and official papers corresponded closely. The detective went to New York on Wednesday to submit the specimens to the country's foremost handwriting expert, who stated that, undoubtedly, they were written by the same hand.

Augusta returned to Boston yesterday morning and took Herlihy to headquarters, where he is said to have confessed the writing of the letters.

Herlihy later appeared before Judge Francis J. Good in the first session of the Municipal Court, charged with three counts of criminal libel. The reading of the complaints was waived.

Inspector Augusta stated that Herlihy had admitted that he had sent eight slanderous letters through the mails to prominent persons. Three specific counts were used in the warrant. These concerned the letters sent to Mayor Curley, Police Commissioner Hultman and City Councilor Francis E. Kelley of Dorchester.

Inspector Augusta stated that Herlihy is a subject for examination at the Psychopathic Hospital. Upon advice of Dr Sandoz of the Municipal Court staff, the suspect was committed to the Psychopathic Hospital for 10 days' observation, in charge of two officers.

AMERICAN 4/10/31

GERMAN ENVOY HONOR GUEST OF MAYOR



DR. VON PRITTWITZ

MAYOR CURLEY

GOVERNOR ELY

Dr. Friedrich W. von Prittwitz, German ambassador to this country, was the honor guest of the city at a luncheon given by Mayor

Curley at the Copley-Plaza Hotel today. The German envoy is shown seated with Mayor Curley and Governor Ely. (Staff photo.)

MAYOR ASSURES AIR MANEUVERS

Acting on a resolution of Crosscup-Fishon Post, A. L., Mayor Curley today endorsed the original program of army maneuvers in the air scheduled here next month.

The resolution and the mayor's endorsement followed a decision of the War Department to curtail some of the program due to protests against noise.

"The action taken by the Crosscup-Fishon Post is an indication of the manner in which the men who served during the war regard the program as originally outlined by the War Department," Mayor Curley wrote.

"Personally I have received no protests, and you may rest assured that such as have been received have emanated from pacifists and internationalists who are now interested in some other country than they are in America."

Press accounts had indicated that the Boston program would be restricted to an altitude flight, while other sections of the country would see real maneuvers.

2 Held in Robbery From Curley Aide

Charged with breaking and entering the home of William L. Anderson, assistant secretary to Mayor Curley, at 69 Arborway, Jamaica Plain, two men held for the grand jury in West Roxbury court today.

The defendants, Daniel Sullivan of New York and Paul McGrane of Providence, waived examination and were held in \$5000 each. The house was entered Wednesday night, and jewelry was alleged to have been stolen.

Globe 4/10/31

OHIO LEGION GROUP GIVES GAVEL TO CURLEY

A delegation representing the Ohio State department of the American Legion called on Mayor Curley at City Hall this noon and presented him with an ivory, gold-canded, engraved gavel, in appreciation of the courtesies shown the Ohio members of the Legion when they were in Boston at the national convention here last October. With the gavel were letters of thanks from Department Commander John A. Elden and Walter S. Trask, who was chairman of the 1930 national convention committee from Ohio.

Some time ago Mayor Curley presented the Ohio delegation with a large key to the city as a souvenir of the visit here, and this has been framed and given a place on the walls of the department headquarters in Ohio.

HERALD 4/10/31

RECORD

4/10/31

SCORES RACKET IN ABATEMENTS

Curley Says Realty Group
Threatens City's Finan-
cial Structure

DENOUNCES EXPERTS; SOUNDS WARNING

Mayor Curley struck hard, yesterday, at real estate experts whom he denounced for "racketeering" in a group raid on the city treasury in the form of tax assessment abatements.

Calling attention to a recent assertion of James Jackson of the finance commission in charge of the city government of Fall River, that the plight of that city is primarily due to the "racket" in tax abatements, Mayor Curley declared that "this racketeering must not be allowed to gain a foothold in Boston."

MAYOR'S STATEMENT

The mayor's statement said in part:

A new and startling racket striking at the heart of the financial structure of Boston has assumed alarming proportions, the board of assessors today advised me.

Racketeering in the same manner as has held sway in Chicago, which led to the financial collapse of that city, is apparently the aim of the sinister influences governing the group operating in Boston.

This group has, for many months, directed its attention to the assessing department and to cases before the newly created state board of tax appeal, in the racketeering of abatement of present value assessments. Not satisfied with this raid upon the treasury of the city, they have also turned to the boosting of values in land damage cases before the courts where groups of real estate experts representing various interests have kited values upwards of 100 per cent. in order to dip into the coffers of the city and at the same time embarrass the present high standing financial position of Boston.

It is to be noted, in cases of suit brought against the city for land takings, that experts are always available for the petitioners who frequently find a value far in excess of the fair value placed by the board of assessors or awards made by the street commissioners. It is to be noted also that many of these experts, acting for themselves or their clients, frequently complain of the valuations made by the board of assessors upon property in which they are interested. The lack of

Assessment and Tax Dodging Grips City

Boston is in the grip of a new and startling racket which strikes at the heart of the financial structure of the city.

This is the warning issued last night by Mayor Curley, in a charge that a group of men are menacing the city treasury "in the racketeering of abatement of present value assessments and in the boosting of values in land damage cases before the courts."

The same group who hire experts to testify before juries that awards in land takings by the city should be many times in excess of the assessed valuation, hire these same experts to testify that the assessed valuation is too large when the matter of an abatement of taxes is involved, Mayor Curley states.

"Racketeering in the same manner as has held sway in Chicago, which led to the financial collapse of that city, is apparently the aim of the sinister influence governing the group operating in Boston," the mayor stated.

"This group has, for months, directed its attention to the assessing department, and to cases before the newly created state board of tax appeal.

"Not satisfied with the racketeering of abatement of present value assessments, they have also turned to the boosting of values in land damage cases before the courts, where groups of real estate experts representing various interests have kited values upward of 10 per cent increase in order to dip into the coffers of the city.

"These same experts who appear in court and testify before the jury that the award should be many times in excess of the assessed valuation, when the matter of an abatement of taxes is involved, invariably testify

that the assessed valuation is too large.

"Everyone is familiar with the chaos in Chicago, and in Fall River in our own state, where the real and definite racketeering in tax abatements was in vogue. If Boston is to be saved from a similar situation, then upon the members of the real estate exchanges rests the responsibility of co-operating to prevent a similar occurrence in the case of Boston."

Mayor Pays Two Bills City Owed Since '29

As Mayor Curley yesterday ordered paid two bills the city owed since 1929, for the Bunker Hill Day celebration, he said:

"I am merely cleaning up some of the rubbish I inherited when I came here in January, 1930." One bill was for \$497 for caterer's services at the official Charlestown banquet, and the other was \$60 for umbrellas purchased by the public celebrations department.

ORATOR'S SELECTION OPEN

Mayor Curley stated today that he has not decided as yet whom he will invite to be the Fourth of July orator here. Owen D. Young, who was invited to be the guest speaker of the day, was unable to accept the mayor's invitation.

POST 4/10/31

NAME PARK FOR FAMED PRIEST

In Memory of Fr. Frawley
in Roxbury

As a monument to the late Rev. John J. Frawley, C. SS. R., formerly rector of the Mission Church, who devoted his life work to the people of Roxbury, the park adjoining the church at Tremont street will be named the John J. Frawley Park, on recommendation of Mayor Curley.

The Mayor declared that Father Frawley was renowned for his educational and public welfare work in Roxbury from 1890 until April 20, 1927, when he died.

consistency on the part of these experts is apparent. Undoubtedly the jury, which in many cases had little knowledge of real estate values, is influenced largely by the opinions of these experts with the result that the city has suffered in almost every case from jury awards.

These same experts who appear in court and testify before the jury that the award should be many times in excess of the assessed valuation invariably testify that the assessed valuation is too large when the matter of abatement of taxes

MORE CITY COAL FOR OCCUPANTS OF HEATED FLAT

Fin Com Probers Unearth
Case Like That Bared
By Dowd

MAY BE GOOD REASON,
GOODWIN BELIEVES

Pending Further Inquiry,
He Declines to Publish
Particulars

Unexpected confirmation of the charge of Councilman John F. Dowd that coal has been delivered to lodgers in steam-heated apartments by the public welfare commission came yesterday from Frank A. Goodwin, chairman of the finance commission, who asserted that the commission's investigators had unearthed a similar situation.

While he insisted he knew nothing of the facts in the cases reported by Dowd, Goodwin said that he had uncovered another instance of coal being sent to a heated apartment. Pending completion of the investigation of this case, he declined to reveal the address of the apartment.

The apartment building discovered by the finance commission investigators is the second at which, it is charged, occupants have received coal paid for by the city, while their homes are being heated by private owners. Dowd cited an apartment at 664 Massachusetts avenue.

MAY BRING REASON

Goodwin insisted, however, that the complete probe of the affair may bring forth a good reason for the coal delivery. He said that nearly all the occupants of the apartment were receiving aid from the city, and that a coal truck driver might have misunderstood orders and assumed that coal should also be delivered at the address in question.

Commenting on the charges made by Dowd, the finance commission head said "It is true that our investigators, in pursuing a different line of inquiry, learned of the delivery of coal by the welfare department to occupants of a heated building. How this happened is now being investigated.

"From other inquiries, it appears that this is an isolated case, however, be-

cause nothing else of a similar nature has been uncovered."

Councilman Dowd yesterday met the challenge of officials of the welfare department for a complete investigation by announcing that he would present an order to the city council, Monday, directing Mayor Curley to employ auditors to check the records of the department.

MAY FIND CASH JUGGLED

"I intend to seek the approval of the council for an investigating plan which will delve into every phase of the activity of the welfare department," he said. "I do not hesitate in asserting that if there has been juggling of orders for the delivery of coal, it is possible that inquiry may reveal a juggling of cash.

"If everything is as Mr. McCarthy, and I presume, his superiors claim, there should be no objection by them to the most searching inquiry. I can conceive of no excuse for Mayor Curley to oppose an investigation of the character which I propose because my motive is to protect the taxpayers of the city."

He declared it his intention to force an audit which would be a complete check of every expenditure, including coal and grocery orders and cash payments for unemployment relief.

Although no opinion of the audit plan was forthcoming from Goodwin, it was indicated that there has been some discussion among members of the commission of the advisability of an investigation of the character believed necessary by Dowd. Goodwin pointed out that the commission was without funds to conduct such an inquiry.

Secretary McCarthy's denial of Dowd's last charge was met by this statement from the Roxbury councilman:

Mr. McCarthy has been issuing a number of statements, denying everything that I have charged against the welfare department. But Mr. McCarthy has failed to

have the New England Coal & Ice Co deny that they delivered coal to the house at 664 Massachusetts avenue or deny that they received orders from Mr. McCarthy's department to make such deliveries. If, as he intimates, as a possible explanation, some private welfare paid for the coal, why hadn't the company issued such a statement. I reiterate that the welfare department paid for the coal. The taxpayers ought to know that they do business so efficiently in the welfare department that coal dealers are not required to obtain signatures on delivery slips. The drivers merely hand the recipient a duplicate slip. Perhaps Mr. McCarthy can explain how coal purchases can be checked when delivery cannot be established by an actual record.

Dowd declared that he would withhold further comment upon the situation until the council meeting Monday.

Records of the finance commission show that for 15 years the welfare department has been under investigation so frequently that until Chairman Goodwin stopped the practice, a representative of the commission was permanently assigned to the department.

The commission claims credit for reorganizing the mothers' aid branch of the department several years ago and for forcing the employment of trained "case workers" against the opposition of officials of the department.

An official of the commission who refused to be quoted said, "Bad as the situation unquestionably is, I do not believe that it is as bad as has been pictured. I believe that there have been 500 fraudulent cases upon the unemployment relief list. It is a tremendous task to thoroughly investigate this department because officials always argue about the necessity of protecting the recipients of assistance from publicity."

MAYOR JAMES M. CURLEY—An eminently capable, high-minded American public official has passed from our midst. His death will be mourned by his family, and the sympathy of the public will be extended to his wife in the loss of a loving and devoted husband, and to his children of a kindly and gentle father. The American people suffer the loss of a public official who regarded not only his duty as speaker of the House as a position of great responsibility, but who lived true at all times to the highest and best ideals of the position he so honorably and ably filled. The nation may well join in extending sympathy to his beloved ones, with whom they share a loss in common.

MAY NAME PARK FOR FR. FRAWLEY

Curley Urges Honor for Priest
Who Was Mission Church
Director

Mayor Curley suggested to the park commissioners yesterday the naming of the park on Tremont street, Roxbury, adjoining the Mission Church, in honor of the Rev. Fr. John J. Frawley, for many years director of the church. He

also advised naming the new municipal golf course in Hyde Park in honor of Fred Wright, one of the foremost of the veteran sports followers of the country.

The Rev. Fr. Frawley, who died in 1927, was a native of Boston. At frequent intervals from 1882 to 1927 he was the director of the Mission Church.

Fred Wright is one of the founders of the nationally known Boston firm of Wright & Ditson.

In response to the suggestions Chairman William P. Long of the park commission assured the mayor that the board will take definite action immediately.

GH013 4/11/31

MAYOR ASKS EXECUTIVE WOMEN TO AID IN AWAKING CONGRESS

Advocates Federal Industrial Planning Board—Annual
Conference of Zonta International, District 1
—Banquet in Evening

Mayor James M. Curley wants Congress to wake up. He tried yesterday to make 300 executive women feel as he does about it. When 300 women, foremost in industry, professions and business, begin talking about Congress as Mayor Curley did yesterday at the annual conference of the Zonta International, District 1, in the Hotel Statler, Congress is going to feel badly.

Congress was described as "that same old group whose time is devoted providing for jobs for constituents here and sending seeds to constituents there."

"Members of Congress have no opportunity to read more than three books in a year or give study to the solution of the great problem the solution of which means happiness to American families."

Mayor Curley asked his audience to help wake Congressmen up by asking for the establishment of a Federal Industrial Planning Board that would be comprised of the smartest men in the country, selected from industry and universities, to study the prevention of industrial depression and how to minimize the injuries and effects of depression where it already exists in industry. Mayor Curley said prosperity can be maintained with crystallized, intelligent public support.

Presents Keys to City

He presented a key to the city to Mrs. Minnie Stratton Watson, president of the Boston Zonta Club, and another key to Miss Helen W. Cleveland, Toronto, Can, president of the Zonta International.

A key to the city should be carried always in one's automobile so that if one becomes entangled in traffic regulations and hits a post one may present it to the inquiring policemen, "who will allow you to pass on," said Mayor Curley, "on to the courts."

Other guests and speakers yesterday were Miss Mary Curley, daughter of the Mayor; Mayor Richard M. Russell and Mrs. Russell of Cambridge; Dora Neen, chairman of District 1, which includes Quebec, Ontario and the North Atlantic States; Edward Billman, president of the Kiwanis Club of Boston, and H. J. Porter, first vice president of the Rotary Club of Boston.

About 60 Clubs Represented

About 60 of the 110 clubs are represented at the conference of this dis-

MAYOR APPROVES RETIREMENT OF LIEUT DAVID F. SHEEHAN

The retirement of Lieut David F. Sheehan of Encline 7, B. F. D., was yesterday approved by Mayor Curley. He has been a fireman since April, 1906, and a lieutenant since February, 1924. He lives on Draper st, Dorchester. He formerly was attached to a Jamaica Plain fire company.

trict, which will continue through today. Membership in Zonta groups is limited to women holding high executive positions in the business and professional world. Mrs. Watson, president of the Boston group, is a musician. Yesterday she sang several contralto solos during the luncheon meeting. Another club musician, Anna Stovall-Lothian, played piano numbers.

The hostess clubs for the conference are Boston, Cambridge, Newton, Salem and Lynn. Mrs. Alice Drayton of Boston is the conference chairman, with Miss Mary Duvey of Cambridge, Dr. Eleanor G. Marchand of Salem and Mrs. Helen C. Noetzel of Newton, assistants.

Other speakers during the program yesterday were Miss Jessie Haskins of Rochester, secretary-treasurer; Miss Cora MacKenzie of Cambridge; Miss Eleanor Kerr of New York and Miss Tess Sedweek of Buffalo, regional chairmen; Mrs. Grace Jayne of Syracuse, classification; Miss H. Adele Howe of Boston, Miss Laura Liddle of Binghamton and Miss Gertrude Van Hoesen of Washington.

Banquet in Evening

Nearly 300 guests attended the banquet in the evening at the Statler. Mrs. Minnie Watson, president of the Boston Zonta Club, presided. Among the guests were Lieut Gov and Mrs. William S. Youngman and presidents of the various branches of District 1, Zonta International.

After a business session this morning the Zonta group will motor to Marblehead, where the closing banquet will be served at the Adams House.

THEATRE TO BE BUILT ON ADAMS HOUSE SITE

Work of Demolishing Old
Hotel Starts Tomorrow

Mayor Curley to Swing Pick--Would
Save Coolidge's Room

Building wrecking laborers, who will begin demolishing the old Adams House tomorrow morning, will have as their colleague for a brief time none other than Mayor Curley, who, at 10 o'clock, will swing a pick.

Mayor Curley commented yesterday that, in his opinion, it was a shame to wreck the room in the old-time hotel which was occupied by Ex-President Coolidge while he was Governor of Massachusetts. Mayor Curley said he didn't know why it would not make good souvenirs.

It is planned to build a \$2,000,000 Paramount motion picture house on the site.

The contract for the erection of this new theatre has been awarded to the George B. H. Macomber Company of Boston. It will seat 2100, and will occupy a space 100 feet wide on Washington st.

DINNER AND RECEPTION TO JAMES T. PURCELL

Former City Councillor James T. Purcell was tendered a dinner and reception last night at the Hotel Westminster by more than 35 officials and clerks connected with the office of Mayor Curley on the occasion of Mr. Purcell's 56th birthday anniversary. Dennis J. McGillicuddy, lifelong friend of Mr. Purcell and his assistant when he acted for Mayor Curley as treasurer in his campaign, was toastmaster.

On behalf of the gathering Mr. McGillicuddy presented Mr. Purcell with a brass set of fireplace irons. Asst City Clerk John Hynes delivered a monologue and sang John Shannessy, John Mahoney and Stanton White also sang. Following the dinner there was entertainment by performers from downtown theatres.

Among those present were purchasing agent Philip Chapman, assessor Henry Dailey, Mayor's secretary Cornelius Reardon, assistant secretary Frank Benson, Charles Manion, James Tobin, John Sullivan, William Dugan, William Anderson, assistant chairman of public celebrations Stanton White and chairman of the Election Department Peter Tague.

RECORD

4/11/31

Her Memory Perpetuated



Marble

bust of late Mrs. Mary E. Curley was presented by Mayor James M. Curley to new Jamaica Plain intermediate school to be named in her honor. Bust is work of Sculptor Paoli and was admired by visitors at Curley home.

CURLEY ROAD BILL OPPOSED BY SELECTMEN

Association of Town Officials
Unanimously Against Plan
of Boston Mayor

Informed that present state aid on cities and towns on highway construction would cease if Mayor Curley's highway bill is passed, members of the State Association of Selectmen in Gardner Auditorium yesterday went on record unanimously against it.

Frank E. Lyman, commissioner of public works, said that not only would all co-operative work be wiped out, under the Curley bill, but the state would also have to build cheaper roads.

Commissioner Lyman said that under Governor Ely's highway bill, just passed and effective May 1, the cities and towns will receive practically all the additional one-cent gasoline tax, or about \$4,725,000.

TAX REDUCTION OF \$3

Fred J. Dillon, assistant secretary to Governor Ely, told the selectmen he estimated the benefits accruing to towns under the new highway bill represent a reduction of \$3 in tax rates.

He also urged the members to support the governor's \$5,000,000 building program bill, now before the Senate, asking that each get in touch with their representatives and senators.

The meeting was presided over by Axel B. Betterman of Ashland, president of the association, and about 85 attended.

Mayor Curley, when informed of the selectmen's opposition to the bill, said:

"It was most unfortunate that the selectmen representing the towns of the Commonwealth could not see their way clear to support Senate bill 47, which provides for a distribution of one cent of the two-cents gasoline tax.

PROVIDES RELIEF

"The distribution of this money was favored as a means of providing relief for the cities and towns for the increased cost of public welfare work in 1931, which gives every indication of being 200 per cent greater than in any normal year, and, in addition, provides the revenue necessary in succeeding years to cover the cost of the Old Age Assistance Act.

"The bill, as drafted, made compulsory the expenditure by cities and towns for highway construction and reconstruction, the funds received from the gas tax, thereby permitting the appropriation of public welfare and Old Age Assistance the fund thus without

this revenue it would be necessary to provide out of the tax levy.

"It is most unfortunate that this prolific source of great revenue, more than 35 per cent of which is derived from Boston alone, is considered sacrosanct."

LONG ROUND OF FETES DURING FOUR-DAY STAY

Banquets, Receptions, Sight-seeing Tours Included in the
Plans for Entertainment

WILL LOOK OVER COLLEGES

Dinner of Japan Society Will
Be Most Important Event
of Their Visit Here

Royal honeymooners, Prince and Princess Takamatsu of Japan will arrive in Boston April 23, on their bridal tour of the world to face a busy four-day stay. They arrived in America yesterday, bewildered by the reception accorded them in New York.

Standish Willcox, social secretary to Mayor Curley, Courtenay Guild, honorary Japanese consul and president of the Japan Society; Police Commissioner Eugene C. Hultman, and Supt. Michael H. Crowley were busy yesterday arranging for the visit of the royal pair.

Adequate police protection and escort are being outlined by the police heads.

Fitting receptions and entertainments are the work of Willcox and Guild.

ARRIVE IN EVENING.

The royal honeymooners will arrive in the South Station at 7 o'clock on the night of the 23d.

With Mayor Curley, other city officials and members of the Japan Society they will be taken to the Copley-Plaza hotel.

The round of official activities will start the next day, with a reception in City Hall. A visit to the State House will follow and the afternoon will be devoted to sight-seeing.

That night, 500 notables will break bread with the couple in the Copley-Plaza at a banquet tendered them by Mayor Curley, an affair that will consume the entire evening.

Harvard University will be visited Saturday morning to be followed by a luncheon tendered by A. Lawrence Lowell, president.

MISS CURLEY TO VISIT MISS BREMNER

Miss Mary Curley, daughter of Mayor James M. Curley, left for Chicago yesterday to visit Miss Loretta Bremner, fiancée of the late James M. Curley, Jr., and the members of her family. She plans to remain there for about a week.

The girls were classmates at the College of the Sacred Heart in New York.

ADAMS HOUSE RAZING TO START TOMORROW

Mayor Curley yesterday suggested that the building wrecker who is to begin razing the historic old Adams House in Washington st., tomorrow, save the woodwork of the room occupied there by Calvin Coolidge while he was governor of Massachusetts and sell small pieces of it to souvenir hunters.

Destruction of the building begins at 10 o'clock tomorrow, after the Mayor swings the first pick. A \$2,000,000 theater will be erected on the site by the Paramount interests.

OLD PARENTS TO QUIT POORHOUSE

"Now that the Commonwealth of Massachusetts is soon to have an old age pension in operation, I expect that many loving children will begin removing their old and infirm parents and relatives from Long Island Hospital to their homes."

This interpretation by Mayor Curley during an address at the annual banquet of the Boston City Hospital Assn. in Hotel Algonquin last night aroused laughter and applause from scores of physicians and surgeons.

Mayor Curley outlined his plans for developing the institution to the rank of greatest in the world.

He would purchase all the property bounded by Massachusetts ave., Concord st., and between Harrison ave. and Albany st., and move all departments not connected with active hospitalization to a site on Albany st.

He suggested that it would be in line with modern hospitalization to treat the chronic cases of Long Island on the mainland.

Mayor Curley said he looked forward to division of the management, the business end by the lay members of the board of trustees, while the medical and surgical work by the professional members.

Other speakers were Dr. George Bigelow, state commissioner of health, and Dr. Frederick J. Cotton. Dr. Ralph C. Larrabee, retiring president of the alumni organization, acted as toastmaster.

Officers elected for the ensuing year were Dr. Halsey B. Loder, president; Dr. Cadie B. Loder, secretary; and Dr. H. B. Loder, treasurer.

CORNERSTONE OF BATHHOUSE LAID BY MAYOR

L Street Structure Expected
to Be Ready for Occupancy
by May 15

Mayor Curley laid the cornerstone of the nearly-completed new L st. bathhouse yesterday in the presence of 700 South Boston residents.

A few minutes later while the mayor was on a tour of inspection of the building boys started a bonfire that was not on the program of ceremonies.

They ignited straw outside one end of the building and added canvas and boxes. Smoke filled the bathhouse and the district firemen were summoned to extinguish the blaze.

The cornerstone ceremonies postponed from several weeks ago began with a band concert and ended with the bonfire.

BOX IN CORNERSTONE

In a niche reserved for the purpose, Mayor Curley placed the stone in which was cemented a copper box containing a picture of himself, newspaper clippings of the project, some coins and a short history of the Strandway development.

"This institution is an investment in the most important thing in life," the mayor told the crowd. "The most important thing in life is the health of men, women and children of a community."

He said that if the quartz-roofed solarium in the men's section proved a success it would be installed in that portion of the new building reserved for women.

The building is the first municipal bathhouse in the world to be equipped with the quartz glass feature, he said.

SUPPLANTS "FIRE TRAP"

Within 10 days, he stated, he will advertise for bids for construction of the proposed new roadway which will run from the Strand way around Pleasure bay to Castle Island, where, eventually, seating accommodations for 20,000 persons and parking space for 1000 cars will be provided.

"The old bathhouse was a fire trap. This place will be absolutely fire-proof," he said. It will be ready for occupancy about May 15.

City Treasurer Edmund L. Doan was the first speaker. He in

Mayor Wiends a Trowel



—Photo by Boston Sunday Advertiser Staff Photographer.

MAYOR JAMES M. CURLEY laying the cornerstone of the nearly-completed bathhouse at L street, South Boston, which will be ready for occupancy about May 15.

introduced Park Commissioner William P. Long who declared the new bathhouse to be the result of "Mayor Curley's fertile mind" and the finest municipal bathhouse in the country, with accommodation for 3500.

Prayer was offered by Rev John Lambert of Gate of Heaven Church, South Boston.

POST 4/12/31

Boy Finds Mayor Right, L Street Bath Fireproof



LAYING L STREET BATH CORNERSTONE

Photo shows Mayor Curley laying the cornerstone of the new bath house at L street, South Boston, yesterday.

Testing Mayor Curley's cornerstone oration, a little uncaptured urchin cast a match into a pile of straw and proved to several hundred spectators that the new \$400,000 L street bath house at South Boston was fire-resisting, as the Mayor said yesterday afternoon.

The appearance of the fire apparatus added a thrill to the official exercises which had been broadcast over the radio late yesterday as the Mayor set into place the cornerstone of the new fireproof structure to be completed May 15, and opened to bathers a month later.

Before wielding the trowel, the Mayor said the old building was a firetrap. The new building, he said, was fire-resisting.

Shortly after the Mayor had completed his address and started an inspection tour of the interior, smoke began to seep into the building from a blazing mound of straw not far from the temporary bandstand.

The harmony of "Jimmy" Coughlin's 101st Infantry band was jarred by the clanging of firebells as the South Boston companies arrived to strut their stuff before the Mayor. Within 10 minutes they had the fire out. It had been started, they believed, by some youngster who wanted to see if the limestone bricks were actually fireproof.

MISS CURLEY LEAVES

Miss Mary Curley yesterday left the Back Bay station for Chicago, where she will spend a week with her college classmate, Miss Loretta Bremner, fiancée of the late James M. Curley, Jr. The Mayor went to the station to see her off.

V.F.W. WELCOME TO COMMANDER

The tremendous success of the nationwide membership drive of the Veterans of Foreign Wars, which ended March 31, has prompted national headquarters to continue the recruiting campaign for three months, beginning April 15, according to a communique from Kansas City, received yesterday, at headquarters of the Department of Massachusetts at the State House.

Upon receipt of the information, Dr. Julian D. Lucas, department commander, immediately conferred with Senior Vice-Commander George Cronin of Somerville, chairman of the Massachusetts drive committee, and plans were formulated for local participation.

Cronin stated yesterday that he did not believe that the Department of Massachusetts would offer additional prizes, maintaining that the plan of national headquarters to award a round trip to Paris as the first prize during the new campaign would offer sufficient incentive to gold strippers in Massachusetts to stir them to further action.

"The mere mention of Paris is enough to launch any A. E. F. veteran off on a recital of reminiscences that recall 'the good old daze,'" Cronin said. "The offer of a trip to the famous centre of continental life during the recent war, together with the enthusiasm that has been aroused here in recent months, should again carry the Department of Massachusetts over the top," he added.

Definite statistics on the gain made between Jan. 15 and March 31 will not be available until per capita returns for the quarters arrive at the State House, according to Cronin, who stated that the State quota of 4000 was well exceeded.

A few of the tentative events planned for the reception to the commander-in-chief were definitely added to the programme during a meeting of the general committee during the past week. Mayor Curley will tender a luncheon to 175 officials of the organization and friends Saturday afternoon at the Bradford Hotel. A most unusual programme is being arranged for this event.

The committee has already received enough reservations for the banquet and reception next Saturday evening to convince them that this year's affair will eclipse corresponding ones of any previous year. It is now believed that the main dining room of the Bradford will be taxed beyond its capacity.

The Department of Massachusetts, Ladies' Auxilliary, plan to give Boston a most unusual patriotic touch on Friday, May 1, when they will stage a monster pageant and rally on Boston Common. A permit has already been granted for the use of the Parkman bandstand between the hours of 11 a. m. and 3 p. m.

The pageant will be staged near the Frog Pond, with comrades from all parts of the State and representatives of other patriotic organizations taking part. A band concert, entertainment and patriotic exhortations by prominent speakers will make up the rally programme.

Mayor James M. Curley has accepted an invitation to speak and the committee expects a favorable reply from Congressman Hamilton Fish of New York and others before the final programme is announced. Past President Ida Cohen is chairman of the committee in charge, assisted by Past National President Mrs. Bessie Hanken and officers of the department.

Post

4/12/31

DONAHUE SORE OVER LAND CASE

Curley Charges Campaign Attack Because He Turned Down Chairman's Demand

Reviving the feud of the last gubernatorial primary campaign, Mayor Curley yesterday alleged that he was attacked last fall by Chairman Frank J. Donahue of the Democratic State committee because of the latter's interest in a land damage case against the city.

The Mayor's sharp comment came in the course of commendation of Assistant Corporation Counsel Joseph P. Lyons, for winning a favorable decision for the city through a jury award on the previous day. The jury award was \$7900 less than the assessed value of the property, and \$9000 less than the city had offered to settle the case for before it went to court.

REFUSED DONAHUE

The Mayor declared that Chairman Donahue, before the campaign, asked him to approve an award of \$50,000 for the property, but he refused to approve an order for more than 25 per cent of the assessed valuation, which was \$32,000.

He contended that the Democratic chairman got "disturbed and offended" and then went out on the stump and at-

tacked him for supporting former Mayor Fitzgerald for Democratic nomination for Governor.

While the Mayor expressed the belief that Chairman Donahue was the owner of the property, testimony in the case was given to the effect that the Democratic State chairman was a lawyer and friend of the owner.

Appearing as owner on the witness stand, former Representative Thomas J. Fay, of Roxbury, declared that with his own \$2000, and \$2000 more which he borrowed from his counsel, Chairman Donahue, he bought the \$2,000 square feet of land for \$21,000, giving back a mortgage of \$17,000.

Donahue Reserves Comment

The property, situated at Winthrop Moreland and Fairland streets, Roxbury, was selected by the previous administration as a site for a playground and in taking it the Street Commissioner voted to award \$34,000 as against \$32,000 at which it was assessed by the city.

Upon the refusal of the city to grant more, Mr. Fay sued for \$50,000 and the jury awarded \$25,000 in the second session of the Superior Civil Court, late Friday, with Judge Alonzo Weed presiding.

The Mayor yesterday called Assistant Corporation Counsel Lyons to City Hall and publicly commended him for his "notable victory," expressing the hope that the tide had turned in favor of the city in the matter of land damage suits.

Chairman Donahue, late last night, stated that he would reserve comment until later.

ROW GOES ON AS CARS JAM WAYS

Conry and Hultman Fail to Agree on Province St.

Mayor Curley looked through his City Hall window yesterday at twin lines of cars parked on each side of Province street, while Traffic Commissioner Joseph A. Conry and Police Commissioner Eugene C. Hultman hesitated to reach an agreement to end the congestion.

MAYOR DEMANDS ACTION

The Mayor declined to enter the controversy between the two members of his traffic commission, but he insisted that swift action would have to be taken by the officials to permit the easy passage of fire apparatus in the street.

The trouble between the two commissioners started a few days ago when firemen protested that they were delayed in getting at a fire opposite the Mayor's office because of the parked cars in Province street.

The Mayor called the matter immediately to the attention of Commissioner Conry and the latter wrote about it to Commissioner Hultman. Yet "double parking" was the vogue yesterday. Not only was there a line at each curb, but those drivers who had not arrived in time to reach the curb formed a double line on each side of the street.

Under existing regulations, motorists may park on either side of Province street for an hour. To relieve the situation the police commissioner would permit parking on but one side. But his fellow traffic commissioner has contended that there was no need for added restrictions, the present need being merely the enforcement of the existing rule.

READY TO RAZE ADAMS HOUSE

Demolition Will Start To- morrow Morning

Demolition of the old Adams House, famous Boston hotel and the home of former President Coolidge when he was Governor of Massachusetts, will start tomorrow morning, and as soon as

the old building is torn down construction will start on the Paramount Theatre, which is to rise on the site.

Mayor Curley will yank down the first brick after appropriate ceremonies have been held in the suite which Mr. Coolidge occupied. The contract for the new Publix Theatre has been awarded to a Boston company, the George E. H. Macomber Company, and all men to be employed on the construction job must be Bostonians.

The ceremonies tomorrow morning will start at 10 o'clock. Officials of the Boston Publix organization say that the new theatre, which will occupy a 100-foot frontage on Washington street, will seat 2200 persons, and will be the finest all-talkie house in New England.

KEYS TO CITY NO HELP IN TRAFFIC

Keys to the city presented to distinguished visitors are really not worth much in traffic, Mayor Curley admitted yesterday in bestowing an unusually large one upon Miss Helen Cleveland of Toronto, international president of the Zonta Clubs, in convention at the Hotel Statler.

"With this key," said the Mayor, "one can drive a car to the left, knock down a few telephone poles and exceed the speed limit. When stopped by an officer, just show him the key. He allows you to pass on—"

SELECTMEN TURN DOWN "GAS" PLAN

Misled, They State—
Curley Idea Is
Opposed

At a meeting in the Gardner Auditorium at the State House yesterday more than 60 members of the Selectmen's Association of Massachusetts repudiated their previous endorsement of Mayor Curley's bill, providing that half of the present two-cent gasoline tax be returned to the cities and towns of the Commonwealth for road construction.

They claimed that the effects of the Mayor's bill had been misrepresented to them at the meeting at which it was endorsed and that instead of enjoying State aid in highway construction, as they had been led to expect, they would be cut off from this benefit by the passage of the Mayor's bill.

Although Corporation Counsel Samuel Silverman at the endorsement meeting had assured the Selectmen that the passage of the Mayor's bill would not interfere with the operation of Chapter 90 of the General Laws, which provides for State aid in highway construction, Frank E. Lyman, State commissioner of public works, flatly told them yesterday that they would be cut off from this aid.

As a result of the statement of Commissioner Lyman, the association unanimously voted to go on record as opposed to the Curley bill, known as Senate Bill 47, now pending before the Legislature. Dr. A. L. Boudreau, chairman of the Board of Selectmen of Hinsdale, was responsible for the motion. He had endorsed the bill at the previous meeting.

Repudiates Letter

Axel Zetterman, member of the Board of Selectmen of Ashland and a previous endorser of the bill, presided at the meeting as president of the Selectmen's Association. He not only repudiated the Mayor's bill, but also a letter sent out on April 1 to members of the association endorsing the bill and bearing his name. He said he never saw the letter and never signed it, although the mimeographed copy bore his name as president of the Selectmen and the name of Mayor George J. Bates of Salem as president of the Mayors' Club.

After the vote had been passed the secretary was instructed to notify the members of the Legislature of the action of the Selectmen. Although the members present yesterday represented only one-twentieth of the entire membership of the association, they expressed great confidence that their action would result in killing the bill.

At the endorsement meeting Mayor Curley stated that the passage of the bill would mean \$1,250,000 more for street

construction in Boston and that its defeat would mean the closing of certain streets that required rebuilding.

Wrathy Over Letter

Zetterman, who expressed indignation over the use of his name in connection with the endorsing letter, stated that the letter missed fire because his failure to receive a copy had aroused his suspicions and resulted in calling the meeting which took place yesterday.

There appeared to be some question in the minds of several Selectmen present as to whether the killing of the Mayor's bill would help or hinder them in their street construction programme. Mr. Zetterman said he had figures showing just how much each town would benefit by it in the apportionment of State aid in highway construction and he would be glad to give them the figures after the meeting.

Commissioner Lyman explained that there were 25 or 30 towns that would not benefit by defeat of the Mayor's bill because their appropriation for roads was so small that they were not eligible for State aid. But those that were eligible would receive, he said, \$25 a mile extra this year if the bill was killed. At present the State aid is \$100 a mile. It would be \$125 if the Mayor's bill was defeated.

"Do Own Work"

Some of the Selectmen appeared to have a lingering doubt about passing up the extra cent promised them in the Mayor's bill and one of them specifically asked Commissioner Lyman if they would lose the State aid if they got the extra cent. "If we give you another cent, why should you not do your own work?" he queried.

Before adjournment, Frederick J. Dillon, representing Governor Ely, urged the Selectmen to support the Governor's bond issue through their representatives in the Legislature, amplifying the benefits of State aid as outlined by Commissioner Lyman.

"MOST UNFORTUNATE"

Mayor Regrets Action of Selectmen
in Turning About to Oppose Bill;
Proposed It as Relief for Cities
and Towns

Mayor Curley, in commenting last night on the refusal of the selectmen to support his bill for a return of one cent of the gasoline tax issued the following statement:

"It was most unfortunate that the selectmen representing the towns of the Commonwealth could not see their way clear to support Senate bill 47 which provides for a distribution of one cent of the present two-cent gasoline tax.

"The distribution of this money was favored as a means of providing relief for the cities and towns for the increased cost of public welfare work in 1931, which gives every indication of being 200 per cent greater than in any normal year, and in addition providing necessary revenue in succeeding years to cover the cost of the old age assistance act.

"The bill as drafted made compulsory the expenditure by the cities and towns for highway construction and reconstruction the funds received from the gasoline tax, thereby permitting the appropriation for public welfare and old age assistance of the funds that, without this revenue, it would be necessary to provide out of the tax levy.

"It is most unfortunate that this prolific source of great revenue, more than 35 per cent of which is derived from Boston alone, is considered sacrosanct."

TABLETS ORDERED, OUT OR IN

Mayor Leaves Old
State House Row
to Historians

Mayor Curley yesterday ordered two memorial tablets carved for the Old State House, leaving the local historians to settle their row as to where the plaques shall be placed.

OUTSIDE OR INSIDE

For several weeks officers of the Boston Commission for Marking Historical Sites have insisted that the plaques be placed on the outside of the historic building at Washington and State streets, but officials of the Bostonian Society have been equally insistent that they be placed within that structure.

Announcing that he would abide by the final decision of the historians of the two groups, the Mayor finally directed John F. Paramino, Boston sculptor, to make up the two bronze tablets at a cost of \$1000 each.

The first tablet will mark the building as the site of the "First Towne House," and the second will commemorate Washington's Triumphal Arch.

Burned in 1711

The inscription on the tablet commemorating the First Towne House will read: "The first town house of Boston stood here until its burning Oct. 3, 1711—Founded in 1657 by the liberality of Captain John Keayne. Here in 1713 was erected the second Towne House whose walls endure to this day as do the floors and roof constructed in 1747—After a fire had devastated its interior—Here the loyal assemblies obeyed the crown—Here the spirit of liberty was aroused and guided by the eloquent appeals and sagacious councils of Otis, Adams, Quincy, Cushing, Warren and Hancock. Here the child Independence was born."

The other tablet will bear the inscription "Washington's Triumphal Arch. During his visit to Boston, October 1789, here he received the tribute of an enfranchised people, here was installed the government of a new State, Here for 19 years our civil rulers assembled. By the vote of the City Council of 1881, have been reconstructed in their original form the Council chamber and Representatives' hall. Hallowed by the memories of the revolution may our children preserve this sacred trust."

TO CREDIT OF BOSTON

To the credit of Boston be it said that in the management of temporary loans the city stands almost alone among our municipalities. For 1928 the tabulation of the outstanding indebtedness of the 39 cities of the commonwealth shows Boston to be one of three cities which ended the year without any temporary loans unpaid. The other two were Gardner and Newburyport. In 1920 Boston shared that distinction with Fall River, Waltham, Beverly and Peabody. In 1915 Boston, along with Worcester, Springfield and North Adams, had no such loans outstanding. Back in 1910 there were six cities on this honor list, Boston, Worcester, Fall River, Cambridge, New Bedford and Springfield. Boston has seldom failed in these twenty years to maintain this position.

There is no mystery about these temporary loans. Boston and the other cities begin the year with a cash balance in the treasury. Boston usually is able to finance itself without borrowing until about the middle of March. Not until Oct. 2 are the annual tax payments due. During that interval the city is financed from "temporary loans in anticipation of revenue" But within a week of the time the tax payments fall due, the city pays off all the temporary loans. It happens sometimes in lean years, when tax collections are slow, that an additional and much smaller loan is placed in December, payable by April 1 of the next year. But this loan is paid out of the revenues of the old year. The belated collections of the lean year must take care of it.

This is good business. It is a record to boast of, yet only two other cities in 1928 could show blanks in that column. The other 36 cities were down for temporary loans ranging in amount from \$20,000 for North Adams to \$3,000,000 for Fall River. The other cities with a million or more against them were Worcester with \$2,400,000, New Bedford with \$2,250,000, Quincy with \$1,500,000, Chelsea with \$1,450,000, Lowell with \$1,400,000, Revere with \$1,285,000, and Springfield with a million even.

We may well notice also that the total annual expenditures of Boston classed as interest payments include a large sum over which it has no control. These are the metropolitan district assessments, the water district which now includes 20 cities and towns, the park and boulevard district with 38 municipalities, the sewer district with 32, and the Charles river basin district with 37. The state treasurer apportions these annual charges among the towns and cities. The payments cover all the moneys for debt requirements, that is for interest, serial loans and sinking fund, and the annual upkeep or maintenance costs besides.

Now let us notice Boston's share. It will be seen that Boston pays much more than half the total charges for these purposes, excepting for sewers and in 1930 for parks, and also pays much more than half the grand total. Here are the simple tables:

	1920		1930	
	Boston	Total	Boston	Total
Water ..	\$1,886,000	\$2,518,000	\$2,679,000	\$4,082,000
Parks ..	885,000	1,582,000	1,535,000	3,211,000
Sewer ..	421,000	1,312,000	426,000	1,471,000
Basin ..	232,000	378,000	372,000	719,000
Total..	\$3,424,000	\$5,791,000	\$5,012,000	\$9,482,000

There is one huge item also in the funded debt of Boston which should not be overlooked in studying the financing of the city. The net

funded debt on the last day of February of this year was \$110,074,000, but this includes \$43,103,000 on which there is no taxation. This is the rapid transit debt. The city built our subways. They were paid for by bond issues. The Elevated leases these subways and the carrying charges on the bonds are met from the rentals paid by the Elevated company, and not from taxation. We are justified, therefore, in subtracting this transit debt from the total debt if we compare conditions here with those elsewhere. The subtraction leaves a debt of \$67,000,000 to be charged against taxation. When this is done the net debt of the city becomes two-fifths smaller than it is shown to be in the usually cited figures. The net total is large, however, by any method of computation.

FISH TO ADDRESS MAY DAY RALLY

Congressman to Attend Anti-Communist Meeting on Common with Curley

A counter move to a projected communist demonstration on Boston Common at noon of May 1, will be staged by the women's auxiliary of the Veterans of Foreign Wars, with Representative Hamilton Fish of New York, chairman of the House committee investigating communist activities, as the chief speaker. He will talk against communism.

Mayor Curley has definitely promised to speak, and Senator Walsh and Gov. Ely have also been invited. Mrs. Grace Hill Brosseau, former president of the National Daughters of the American Revolution, is also to make an address. The program, which is to be broadcast, will be preceded by a pageant presented by Community Service of Boston, and will concluded with a luncheon of the guests and speakers. Officers of every patriotic organization in Greater Boston have been invited.

The "patriotic rally," as it is termed by Mrs. Ida Cohen, its chairman, and past department commander of the V. F. W. women's auxiliary, is a frank attempt to turn the spotlight of public attention from the communist demonstrations and speeches, which are scheduled for exactly the same hour and place on May day.

CURLEY TO START WORK ON OLD ADAMS HOUSE

Will Tear Away First Brick—Structure Gives Way to New Theatre

Mayor Curley will tear out the first brick from the old Adams House tomorrow at 10 A. M., marking the beginning of the erection of the Paramount Theatre which will replace the present vacant hotel building. Construction of the theatre, seating 2200 persons, will immediately follow the razing of the Adams House.

The contract for the building has been awarded the George B. H. Macomber Company of Boston. The structure, built expressly for sound pictures, will occupy a 100-foot wide space on Washington street. Public Theatre Corporation has taken a long

without this revenue it would be necessary to provide out of a tax levy.

It is most unfortunate that this prolific source of greater revenue, more than 35 per cent. of which is derived from Boston alone, is considered sacrosanct.

STREET AND SEWER WORKS AWARDED

Contracts and orders for nearly \$60,000 were approved by Mayor Curley yesterday.

A new \$29,100 sanitary sewer was ordered for Summer st.; a \$14,110 contract for bithulithic paving in Corinne rd. and Melvin ave., Brighton, was awarded to the John F. Beatty Co. A. G. Tomasello and Son were awarded a \$13,695 contract for bithulithic paving in South Waverley st., Brighton.

The mayor approved extension of Corey rd., Brighton, from Washington st., to Warren st. and an order for laying out, construction and extension of Gladstone st., East Boston.

MAYOR CITES POST'S SUPPORT OF AIR WAR

Tells Sec. Hurley Crosscup-Pishon Stand Shows Feeling Of Veterans

In co-operation with Crosscup-Pishon post, American Legion, Mayor Curley yesterday forwarded to Secretary of War Hurley the post's indorsement of the air manoeuvres scheduled to be held over Boston next month.

"This action taken by the Crosscup-Pishon post," wrote the mayor, "is an indication of the manner in which the men who served during the war regarded the program as originally outlined by the war department.

"Personally I have received no protests against the holding of the manoeuvres and you may rest assured that such as have been received from persons living in Boston or vicinity, have emanated from pacifists and internationalists who are more greatly interested in some other country than they are in America and to accept of their judgment would be to leave America defenceless in an hour of crisis."

APPRECIATE NAMING PARK AFTER PRIEST

Mayor Curley yesterday received from the Rev. M. A. Gearin, rector of the Mission Church, Roxbury, a letter of appreciation of the parish in regard to naming the Mission Hill playground after the late Father John J. Frawley, who devoted his life work to the people of the district.

CURLEY HAS CURE FOR DEPRESSION

Before a gathering of business and professional women of Greater Boston, at the annual regional convention of the Zonta Club held yesterday at the Hotel Statler, Mayor James M. Curley said that society, and not the individual worker was responsible for the present industrial depression.

Mayor Curley urged the members of the organization to wage a personal fight for the creation of a Federal Industrial Planning Commission, which he said could be best accomplished by writing directly to the Massachusetts congressmen. The commission, functioning along proper lines, could prevent cyclic depression, he declared.

The mayor said that, contrary to the general impression, jobs had not vanished, but that employment had suffered a marked slump, as a result of the inventive genius of those connected with American industrial production. He felt that society had it within its power to find a solution for the problems of the machine age.

Post 4/13/31

\$3,000,000 FOR CITY HOSPITAL

Would Make It Best Possible, Says Curley

With \$3,000,000 more to spend on the Boston City Hospital that institution could be brought to its highest possible stage of efficiency. The shops and other allied but non-medical departments that occupy the grounds of the present institution should be moved across Albany street to get them out of the way of the doctors, and the hospital on Long Island should be abandoned and the patients brought to the mainland.

Such a tentative programme was outlined last night at the Algonquin Club by Mayor Curley before nearly 200 members of the Boston City Hospital Doctors' Alumni Association at their annual banquet.

"In considering the future of this wonderful institution," Mayor Curley said, "we should treat it with the broadest possible viewpoint. It is one of the finest of its kind in this country, but there is much that can be done to improve it. Some sort of system would be needed, just as the city has its planning board, and there must be a more highly developed system of co-ordination if the hospital is to reach its highest stage of development."

HULTMAN RAPS 'FAVORED' CARS IN REPLY

Signs on automobiles "evidently intended to secure special privileges" were scored today by Police Commissioner Eugene C. Hultman in his controversy with Traffic Commissioner Joseph A. Conry about Boston's parking rules that started over conditions on Province st., opposite City Hall.

Commissioner Hultman said: "It is the duty of the traffic commission to establish rules in regard to traffic.

"It is the duty of the police department to enforce those rules.

"The measure of efficiency in the enforcement of the traffic rules is not in the number of convictions obtained and court cases brought. It is as to whether traffic is moving reasonably well under the rules and regulations established.

"I am glad to receive at all times the suggestions of the traffic commission and the public and to see they are carried out insofar as legally possible.

"One matter confusing to police is the number of signs carried on automobiles, placed there with the evident intent of securing special privileges in regard to parking to which they are not entitled.

"There certainly is no advantage to the public in having a newspaper controversy over the traffic situation at present.

"When the situation becomes serious or important enough, it will be properly met."

DOWD ATTACKS JOBLESS LEVY

An attack on the collection of a day's pay a month from employees of the public works department for aid of the poor and unemployed was launched at today's City Council meeting by Councillor John F. Dowd of Roxbury.

Dowd introduced an order under which an effort would be made by the council to reduce these donations to the same level as those being taken in the police and fire departments, \$1 a month.

The council postponed action for two weeks and adopted an order requesting Public Works Commissioner Joseph A. Rourke to halt the collection in the meantime.

SELECTMEN REJECT GAS TAX REFUND; MAYOR SCRAPS BILL

ASSOCIATION HEAD DENIES SUPPORT GIVEN

Zetterman Indignant Over
Circular Letter Bearing
His Signature

LYMAN PLEADS FOR DEFEAT OF MEASURE

Declares Passage Would
Interfere with Public
Works Program

Mayor Curley's bill providing for a direct cash return to the cities and towns of the commonwealth of 1 cent of the permanent 2-cent gasoline tax was unanimously condemned by the members of the Massachusetts State Association of Selectmen yesterday afternoon at a meeting conducted in Gardner auditorium at the State House.

The action came as a surprise in view of the fact that it had been commonly accepted that the selectmen had joined forces with the Massachusetts Mayors Club in support of the measure. Alleging that they had been the victims of considerable misrepresentation by the original sponsors of the bill they voted to urge the legislators from their home districts to defeat the pending legislation.

Informed of the action of the selectmen last night, Mayor Curley said that their decision meant that he would abandon any further endeavor to have the bill translated into statute.

CURLEY DISAPPOINTED

"The selectmen," he said, "have the privilege of changing their minds. It is apparent that they have become convinced that the gasoline tax revenue is a sacrosanct fund to be retained by the state department of public works. It would be useless to attempt to pass the

bill in the face of such opposition. In our sessions with the selectmen they were given every opportunity to discuss every phase of the bill from every conceivable angle. With the single exception of the town of Franklin it was given universal approval by them, even by the head of their association."

Axel Zetterman of Ashland, president of the selectmen's association, charged that a communication giving the bill his approval had been circulated among the selectmen of the state without his authorization. The circular was printed over the names of Zetterman and Mayor George J. Bates of Salem, president of the Mayors' Club.

Zetterman told his associate selectmen that he not only had not authorized the use of his name, but that he never had seen a copy of the letter. The letter was dated April 1. According to his story, as told yesterday, he wrote to Mayor Bates seeking an explanation of the letter, and has not yet received a reply.

The unanimous vote to repudiate the Curley bill was registered after Frank E. Lyman, state commissioner of public works, had told the selectmen that passage of the pending legislation would seriously interfere with the operation of his department, and that it would compel him to deprive the cities and towns of approximately \$5,000,000, which is annually expended on co-operative work on the roadways of smaller communities.

He declared that the circular letter repudiated by Zetterman completely misrepresented the benefits and effects of the Curley bill as it would relate to the towns. The statement made by Samuel Silverman, corporation counsel for the city of Boston, at the Parker House assembly of mayors and selectmen on March 30, to the effect that the enactment of the legislation would not interfere with the operation of the general laws relating to financial arrangements between the state and the towns, Lyman said, was inaccurate.

Lyman went the full distance in condemning the Curley bill. It not only would seriously interfere with the operation of the existing laws, he said, but its enactment would "break the backbone of the highway law" under which the state highways of the commonwealth have been constructed.

The motion to place the association on record in opposition to the Curley bill was offered by A. L. Bordeau, chairman of the board of selectmen of Hinsdale. He willingly accepted an amendment directing the secretary to notify all the members of the Legislature and Mayor Curley of the action.

Zetterman was indignant in his discussion of the letter of approval bearing his name. His suspicions, he said, were aroused when another communication

begun to reach his attention and his decision to call yesterday's meeting resulted.

Commissioner Lyman frankly characterized the communication as "an April fool letter." Enactment of the legislation, he said, would result in turning back to the cities and towns \$10,500,000 of the \$16,000,000 revenue which the three-cent tax will produce during the next two years.

"Instead of having \$25,000,000 to spend as you have been told," he said, "my department will have only \$14,385,000." Restriction of the department's expenditures, he said, would compel him to abandon his co-operative work with the cities and towns and also to construct state highways on a cheaper basis with resultant inferior roadways. Instead of an advancement in construction, he said, it would be retrogression.

He gave a comprehensive outline of the gasoline increase tax bill recently signed by Gov. Ely and submitted to cross-examination on all its details. He explained the numerous benefits to the towns and predicted that it would bring about a reduction in local taxes.

He declared that it would be injurious to the towns if he were compelled to deprive them of the co-operative work which includes snow removal, land damages, highway construction aid and grade crossing elimination assistance. The discussion of the Curley bill, he said, has embarrassed his department because he has not felt at liberty to proceed with all his program until he knows definitely how much money he will have to expend.

"I hope the bill is killed and killed promptly," was his parting shot.

Frederick J. Dillon, member of the executive secretarial force, represented Gov. Ely at the meeting. After telling the selectmen of the Governor's interest in their difficulties he urged them to ask their legislators to support the building construction measure now pending before the Senate. It would aid in relieving unemployment in every section of the commonwealth, he declared.

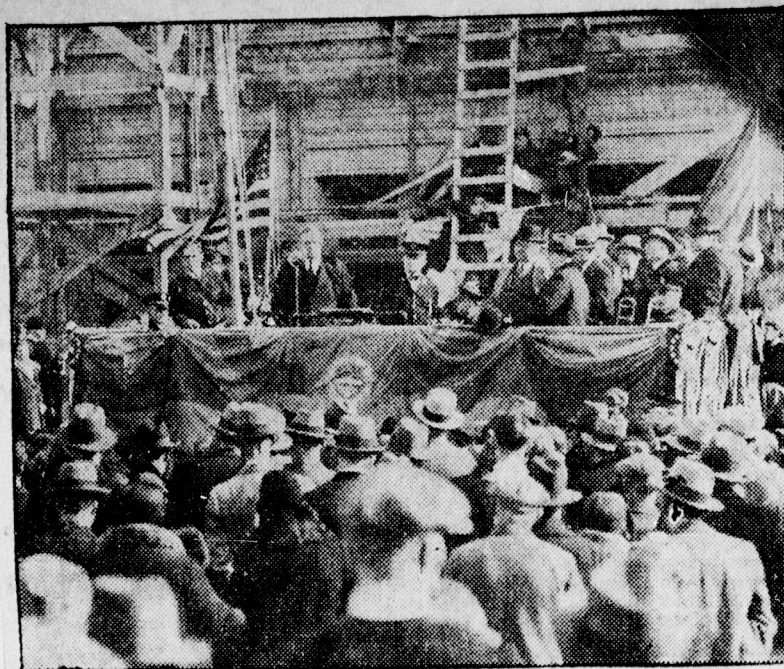
Mayor Curley last night released the following statement:

It was most unfortunate that the selectmen representing the towns of the commonwealth could not see their way clear to support Senate 47 which provides for a distribution of one cent of the two-cent gasoline tax.

The distribution of this money was favored as a measure of providing relief for the cities and towns from the increasing cost of public welfare work in 1931 which gives every indication of being 200 per cent greater than in any normal year and in addition provides revenue necessary in succeeding years to cover the cost of the old age assistance act.

The bill as drafted made compulsory the expenditure by cities and towns for highway construction and reconstruction the funds received from the gasoline tax, thereby permitting the appropriation for public welfare and the old age assistance act.

CURLEY SPEAKING AT L STREET BATH



The mayor was among those who attended the exercises incident to laying of the cornerstone of the new \$400,000 bath house in South Boston.

Mayor Dedicates \$400,000 Bath House At L Street as a 'Monument to Health'

"This building is absolutely fire-proof and foolproof," Mayor Curley declared in an address at the dedicatory exercises of the new L Street bath house yesterday afternoon.

Within 30 seconds, a shrieking fire siren startled several hundred persons attending the ceremony. The fire engines raced closer, roared into full view, and stopped beside the partly finished structure. Firemen quickly attacked a blaze which had broken out in straw used for packing bricks for the building.

The truth of the mayor's statement was demonstrated by the startling reply. While the flames reached within three feet of the structure, it did not catch fire. Firemen returned to their station and inspection of the new bath house went on, the blaze having been extinguished with fire loss estimated at \$25.

The exercises, which were climaxed by the astonishingly quick fulfillment of Mayor Curley's prophetic words, included the laying of the corner-stone, with the mayor wielding the trowel, an address by Park Commissioner William P. Long, and a two-hour concert by Coughlin's Yankee Division band.

Sealed in the corner-stone were newspaper clippings telling of the activities

of the bath house, coins and a picture of Mayor Curley. The bath house, to be completed at a cost of \$400,000, will accommodate 3500 persons at once, is equipped with a solarium of quartz glass, and is specially constructed to permit winter bathing.

Mayor Curley declared the building to be the finest of its kind in the United States, and urged that all Boston take advantage of its facilities. He dedicated it as a "monument to health." In addition to the instalments for all-year bathing for men, similar bathing may be enjoyed by women and children as the result of projected improvements of the next two years, he said.

The bath house is a part of a plan to make South Boston the beauty spot of the city, he declared. He revealed that a roadway, on which 5000 cars may park, is planned around Castle Island, and that seats for 20,000 persons are planned at the waterfront.

The Rev. J. Walter Lambert gave the dedicatory blessing to the building. City Treasurer Edmund Dolan presided.

MAYOR MOVES IN TABLET CASE

Suggests Compromise in Matter of Old State House Inscriptions

WOULD PUT BRONZE MARKERS INSIDE

Compromise measures were suggested by Mayor Curley yesterday as a settlement of a dispute between the commission for marking historical sites and the Bostonian society over the proposed bronze tablets to mark the Old State House.

The mayor, granting approval of the commission's proposed markers, accepted the wording "at the Old State House," and suggested that the tablets be placed inside the building. The commission proposes to place the tablets outside, on the Washington street front, but the society, tenants of the building, believe the exterior markings will constitute a defacing of the historic structure.

Walter Gilman Page, chairman of the commission, recommended the tablets yesterday, to be prepared by John F. Paramino, sculptor, at a cost of \$1000 each. They will commemorate the triumphal arch under which Washington passed to receive the plaudits of 18th century Bostonians, and the First Towne House, replaced by the Old State House.

The tablet marking Washington's visit, which is expected to be commemorated with exercises on the 200th anniversary of his birth next year, will read:

"Washington's Triumphal Arch. During his visit to Boston, October, 1789, here, he received the tribute of an enfranchised people, here was installed the government of a New State, here for 10 years our civil rulers assembled."

"By the vote of the city council of 1881, have been reconstructed in their original form the council chamber and representative hall. Hallowed by the memories of the revolution may our children preserve the sacred trust. This tablet placed by the city of Boston, 1931."

The other tablet will read:

"The first Towne House of Boston stood here until its burning October 3, 1711. Founded in 1657 by the liberality of Captain John Keayne. Here in 1713 was erected the second Towne House whose walls endure to this day as do the floors and roof constructed in 1747—After a fire had devastated its interior."

"Here the loyal assemblies obeyed the crown. Here the spirit of liberty was aroused and guided by the eloquent appeals and sagacious councils of Otis, Adams, Cushing, Warren and Hancock. Here the child Independence was born. This tablet placed by the city of Boston 1931."

MAYOR WOULD CLOSE LONG ISLAND HOME

Hopes Old Age Assistance
Act Will Provide Means

Curley Outlines Improvements to
City Hospital Alumni

"When the Old Age Assistance Act goes into effect in July it is to be hoped that the old people now confined at the institution on Long Island will be taken home by their children and the institution will become a thing of the past," said Mayor James M. Curley last night at the annual meeting of the Boston City Hospital Alumni Association. More than 200 doctors and the trustees attended the gathering at the Algonquin Club.

The Mayor expressed the wish that larger sums could be made available for expansion of the City Hospital grounds and that present objectionable shops might be moved to the opposite side of Harrison av.

Would Change Supervision

He declared there should be more trustees because of the greater amount of work now being done at the hospital than in former years. He also felt that the work at the hospital and the system of supervision should be changed. For example, he said that a man without surgical or medical training should not be placed over surgical or medical departments, but should perhaps be assigned to handle the building enterprises of the institution.

"I am as interested in the work being done at the hospital as any living man can be who has a profound appreciation of what the hospital means to the city. We are all concerned about the future of the institution and we are concerned about such building projects as should be undertaken.

Need of Funds for Expansion

"I am in favor of economy, but I do not believe in that character of economy which is represented by an efficiency which destroys initiative. If we are to go ahead, if we are to make progress, we must spend money. I believe that it is highly desirable that greater funds should be placed at the disposal of the hospital for expansion.

"During the past year and a half we have had a highly interesting situation. All who have read history know what has happened. We were entering, a year and a half ago, into a period of depression, and not a single definite step was taken to stop that depression, many features of which were preventable.

"People have now learned to enlist the aid of other agencies than elected ones. During the past seven months there have been weekly conferences attended by experts from the universities about Boston. They have been working on measures to prevent the return of industrial depression. Unanimously they came to the conclusion that a Federal industrial planning board should be appointed to make recommendations to Congress.

"Twelve bills were presented to the last Congress, and it is to be hoped that some of these bills will be adopted by the members at the next

session. We must have a definite method of planning for the future.

"Under the revised charter of the city it was stipulated that department heads meet monthly to consider the general welfare. Now even the department clerks are present at the meetings, because they remain in office despite the political changes and offer are better acquainted with the workings of their departments. We have as a consequence, had great results and highly valuable ones. A similar coordination and cooperation would be of great value to the welfare of the City Hospital.

"The best thing that could happen for the hospital would be to divide the various responsibilities among the various trustees and heads of departments. I should like to see the staff enlarged, and see three more millions of dollars available to bring the hospital to the highest point of efficiency and service.

Proposes Street Changes

"Concerning the expansion of the hospital, it would be for its welfare if it could include among its departments the various children's hospitals about it. Objectionable shops and features may be moved elsewhere, perhaps across Harrison av. Concord st could be made a part of the hospital grounds. Chronic cases are now sent to Long Island; there should be some provision for treating them on the mainland.

"No institution in the United States has a prouder position than the Boston City Hospital. There is not a man who is not proud to be a graduate of it. It has a great past and it has great possibilities. We must be courageous and have respect for its present responsibilities and future possibilities."

Dr Ralph C. Larrabee, senior visiting doctor of the first medical service, presided. Other speakers were Dr George A. Bigelow of the State Department of Public Health, Dr Frederick J. Cotton, head of the orthopedic service; Dr Cadis Phipps, physician-in-chief of the third medical service, and Rev Charles W. Eaton, association chaplain.

Officers elected were: Dr Halsey B. Loder, president; Dr Cadis Phipps, vice president; Dr M. Winthrop O'Connell, secretary; Dr David Cheever, Dr John F. Foley and Dr James W. Manary, nominating committee.

This contract for \$1000, with another in the sum of \$1000 for the making and placing of a tablet on the site of Boston's first town house, were awarded to John F. Paramino, sculptor.

These are the two bronze plaques the city's committee on the marking of historic sites intends placing on the exterior of the Old State House, and about which there has been some controversy on the ground they should be put in position inside the building and not outside where, in the opinion of the protestants they would take away from the original appearance of the building.

Protestants' Position

It is the belief of those protesting the placing of the plaques on the outside that the building should be kept nearly as possible to its appearance in Colonial times. On the other hand, the committee on the marking of historic sites expresses the opinion that it is ridiculous to talk about preserving the exterior in its original form, in view of the changes that have taken place. Those opposing the erection outside say it would be better to have the tablets inside where those visiting the building could read their inscriptions more conveniently. Mayor Curley is said to be of the opinion that the plaques should go inside, but it is understood he will abide by the decision of the committee on marking historic sites.

The plaques are 42x26 inches.

The inscription commemorating the "First Towne House" will read:

"The first Towne House of Boston stood here until its burning October 3, 1711—Founded in 1637 by the liberality of Captain John Keayne. Here in 1711 was erected the second Towne House whose walls endure to this day, as do the floors and roof constructed in 1747—After a fire had devastated its interior—Here the loyal assemblies obeyed the crown—Here the spirit of liberty was aroused and guided by the eloquent appeals and sagacious counsels of Otis, Adams, Quincy, Cushing, Warren and Hancock. Here the child Independence was born." (This tablet placed by the city of Boston, 1931.)

Arch Tablet

The inscription commemorating Washington's Triumphal Arch will read as follows:

"Washington's Triumphal Arch. During his visit to Boston, October, 1789, here he received the tribute of an enfranchised people, here was installed the Government of a new State. Here for 10 years our civil rulers assembled. By the vote of the City Council of 1831 have been reconstructed in their original form the Council Chamber and Representatives' Hall. Hallowed by the memories of the Revolution, may our children preserve the sacred trust. This tablet placed by the city of Boston, 1931."

PARAMINO GETS TABLET CONTRACTS

One to Mark Site of
Washington's Arch
Boston's First Town House Location
Will Receive the Other

Another step in the preparations the city of Boston is making for celebrating next year the 200th anniversary of the birth of George Washington, came yesterday when Mayor Curley approved a contract for work and material incident to the making and placing of a tablet commemorating Washington's triumphal arch.

SELECTMEN HIT CURLEY'S BILL

Ask Legislators to Kill "Gas" Tax Distribution

Letter Misrepresented Them, Say State Association Men

Measure Would Ruin Road Policy, Asserts Lyman

That the Selectmen of the State were not only hoodwinked into endorsing the bill of Mayor Curley of Boston providing that cities and towns be given one cent of the present two-cent gasoline tax for road construction work, but that in addition a letter was sent them from some unknown source supposed to have been signed by Mayor George J. Bates of Salem and Axel Zetterman, representing the Association of Massachusetts Mayors and Selectmen, which, it is claimed, misrepresented the effects of the legislation upon the finances of the towns—these were charges made at a meeting of the State Selectmen's Association in the Gardner Auditorium of the State House yesterday afternoon.

'Would Break Law's Backbone'

At a meeting of the Association of Massachusetts Mayors and Selectmen held at the Parker House on March 30 the measure of Mayor Curley was presented to the association for endorsement and, according to Mr. Zetterman, speaking at yesterday's meeting, the Selectmen were told by Samuel Silverman, corporation counsel of Boston, that the legislation if enacted "would not interfere with the operation of Chapter 90 of the General Laws," which chapter relates to the financial arrangements between the State and the cities and towns; in respect to the payment for State highways.

Frank E. Lyman, State Commissioner of Public Works, addressing the Selectmen, flatly declared that the Curley bill would interfere with operation of the present law and that if the Curley legislation is enacted "it will break the backbone of the highway law" under which the State highways have been constructed.

Ask Legislators to Kill Bill

On motion of A. L. Bordeau, chairman of the Selectmen of Hinsdale, the association then formally went on record as opposed to the Curley bill and it was further voted that the members of the Legislature throughout the State be notified of the action taken by the Selectmen, with a view to bringing about the defeat of the

legislation.

Mr. Zetterman was indignant in discussing the sending of the letter signed with his name to the Selectmen. He said he knew nothing about the matter until it was called to his attention, no letter having been received by him despite the fact that he himself is a Selectman. It is not known whether the communication was signed by Mayor Bates. After the letter was received by the Selectmen Zetterman became suspicious, he said, and brought about the calling of the meeting which took place yesterday.

"April Fool's Letter"

Chairman Lyman, characterizing the communication received by the Selectmen as "an April fool's letter," said that the purpose actuating those back of it was a desire not only to get the 1 cent return per gallon from the gas tax under the emergency highway construction law recently signed by Gov. Ely, but another cent as well under the "pretext" that the State "will have \$25,000,000 to spend."

"Instead the State will have \$14,685,000," he declared.

If the Curley measure is enacted, the commissioner warned, the policy which the State for years has maintained, of cooperating with the cities and towns in the building and maintenance of State roads will have to be abandoned and that in addition the State highways constructed in the future will have to be of cheaper materials.

"Instead of being a step forward it would be a step backward," he said.

Cities and Towns to Benefit

Chairman Lyman said that the cities and towns will benefit greatly through the legislation just signed by the Governor, as they will receive millions through the return of the cent per gallon on the "gas" tax, and he estimated that this, together with other items, should bring about a substantial reduction in local taxation.

Boston also would benefit greatly, he went on, as for the two years under which the provisions of the act would be effective the city would be relieved from the terms of the present law of paying for State highway construction and metropolitan district highway improvements.

In the same way the cities and towns will be relieved, he said, as, for instance, the communities through which the new Worcester turnpike is to run will be exempt from State assessments.

Commissioner Lyman told of the need of starting work as quickly as possible on State highway construction and suggested that if the Curley bill is enacted this may be declared by a referendum being asked for on the legislation.

Dillon Explains Ely Bonds

Frederick J. Dillon, representing Gov. Ely, asked the Selectmen to urge their legislators to support the Governor in the matter of bond issues. In this connection he said:

"Gov. Ely recommended in his budget message an increase of one cent in the gasoline tax, and recommended further that the cities and towns of the Commonwealth be given additional assistance in maintenance of their highways.

"These recommendations were the basis of the legislation embodied in Chapter 122 of the Acts of the present year. Under Section 5 of said chapter, the cities and towns are relieved of assessments, in four different ways.

"1. No assessments will be made

to cover the cost of maintenance of State highways.

"2. No assessments will be made on account of snow removal.

"3. By the elimination of the assessment upon the county for the construction of State highways in 1930 and 1931, there should be a corresponding reduction in the county taxes.

"4. Cities and towns included in the Metropolitan Parks District are relieved from what would otherwise be 50 percent of the cost of maintenance of Metropolitan park boulevards, so that for the years 1931 and 1932 the State bears the entire cost of maintenance of these boulevards.

Receipts From State

"In addition to the relief from assessment under Section 5 it is provided in Section 7 that the cities and larger towns not entitled to State aid for repair and improvement of public ways under Section 26 of Chapter 81 of the General Laws as amended are to receive \$2,500,000 to be apportioned in proportion to the amount for which they were assessed for the State tax. For the smaller towns entitled to State aid under said section 26 the rate of aid per mile of road has been increased from \$100 to \$125.

Authority is given to carry these payments by the Commonwealth to cities and towns into the municipal account as estimated receipt, and thereby be an item by which the tax on local real estate may be reduced."

Selectman Boudreau paid a tribute to the work done by Chairman Lyman for the small towns of the State and on motion of Mr. Zetterman, a vote of thanks to Mr. Lyman was accorded.

ACTION OF SELECTMEN MOST UNFORTUNATE, SAYS MAYOR

Mayor Curley said last night:

"It was most unfortunate that the Selectmen representing the towns of the Commonwealth could not see their way clear to support Senate bill 47, which provides for a distribution of one cent of the two-cent gasoline tax. The distribution of this money was favored as a means of providing relief for the cities and towns for the increased cost of public welfare work in 1931, which gives every indication of being 200 percent greater than in any normal year, and in addition provide revenue necessary in succeeding years to cover the cost of the Old Age Assistance Act.

"The bill as drafted made compulsory the expenditure by cities and towns for highway construction and reconstruction, the funds received from the gasoline tax thereby permitting the appropriation for public welfare and old age assistance of the funds that without this revenue it would be necessary to provide out of the tax levy.

"It is most unfortunate that this prolific source of great revenue, more than 35 percent of which is derived from Boston alone, is considered sacrosanct."

BLAZE OUTSIDE BATH PROVES MAYOR RIGHT

Curley Declares Building
Fireproof at Exercises

Then Flames Scorch the Bricks of
L-St Structure

It isn't often that remarks made by an orator are proven within a few minutes after he has made them, but that is what happened in South Boston yesterday afternoon at the laying of the corner stone to the new L st Bath. Mayor James M. Curley was the orator and in his address he declared the building to be "fireproof," and "fool-proof."

The Mayor and prominent residents of South Boston and city officials, had quit the speaking stand and inspecting the construction of the new building when smoke seeped through the open doors and windows of the boys' section. Firemen from Engine 2 and Ladder 19, with chemical lines, extinguished the flames in a few minutes.

The fire started in a mass of excelsior and bagging that covered bricks for the new structure. Although the fire had burned furiously with a stiff wind blowing it against the building the only damage was a few scorched bricks. The excitement was quickly over. Then Mayor Curley breathed a sigh of relief as he said, "This feeling of real security against fire is certainly great."

Veterans' Band Entertains

The exercises started at 3 o'clock. Prior to the arrival of the Mayor and his party the 101st Veterans Band, under the leadership of Jimmie Coughlin, gave a concert. When the Mayor arrived there were 5000 persons present, including a detail of 25 policemen, headed by Sergt Eugene Wallingford of the City Point Station.

Public Celebrations Commissioner Edmund Doland was the first speaker. He paid tribute to the far-seeing eyes of Mayor Curley as demonstrated by the work done to improve and beautify the Strandway and Columbus Park. He then presented William P. Long, the chairman of the Park Department. Long presented Rev J. Walter Lambert, who offered prayer.

Then Long explained that the new bath replaced a structure that had been built in 1866—the first of its kind in the United States. He said that the new building is 1100 feet long, 300 feet longer than the old structure. There will be lockers to accommodate 3500 persons at one time. A new feature will be hot and cold salt water showers.

Mayor Curley Speaks

Mayor Curley spoke of the new building as one of the greatest institutions anywhere in the world. He admitted that it was an experiment but an important experiment for the good health of the citizens of Boston and South Boston. Upwards of \$400,000 is represented, he said, in the cost of construction.

He explained that hot and cold water showers will be available all year round and that there will be a lounging place where persons may enjoy violet rays through a special glass roof. This he declared was the excitement and he

MAYOR CURLEY SEALING UP BOX IN CORNER STONE OF L-ST BATH



promised that if the experiment was successful, additions would be made next year so that the women and children would have the advantages which this year will be allowed to only the men bathers.

The Mayor also spoke of another improvement under construction. This is a boulevard which will pass completely around Castle Island, where, the Mayor declared, there will be parking space for 500 cars and where 20,000 persons may enjoy themselves during the Summer.

Lays Corner Stone

While the band continued to play the party proceeded to a small stand, and the Mayor laid the corner stone. A small box was placed in the corner stone with newspaper clippings, coins, a statement of the crime situation as it is today, and a photograph of Mayor Curley.

The inspection of the building followed.

Among those present were Ex-Senator Robert E. Bigney, John J. Donovan, Maurice Dineen, Representatives Eugene P. Durgin and Robert V. Lee, William L. Kendrick, president South Boston Citizens' Association, and a delegation from that organization, Supt Richard J. Dwyer of the South Boston Postoffice, Henry J. Sullivan, John J. Connor, Lieut Col Alfred J. L. Ford, William V. Doherty, and Stephen Patten, physical culture director of

FAVORS NAMING PARK AFTER REV J. J. FRAWLEY, C. SS. R.

The recommendation of Mayor Curley that the public park adjoining the Mission Church parish buildings on Tremont st, Roxbury, be named Frawley Park, in memory of the late Rev John J. Frawley, C. SS. R., for many years rector of the Mission Church, brought the following letter of appreciation from Rev M. A. Gearin, C. SS. R., the present rector:

"It was with great pleasure I noticed in this morning's press your recommendation that the Mission Hill Playground be called Frawley Park. Such an action is greatly appreciated by all of us here, and we are very grateful for it. It is a handsome testimonial to a noble priest—to whom we all respect and love—to one whose life and activities were so intimately associated with this section of Boston. The name will help to keep his memory alive and should serve as an inspiration to this and future generations."

TRAVELER 4/13/31

MAYOR MAY ACT IN TRAFFIC ROW

Curley to Take Hand if Conry and Hultman Fail to Agree

Both Police Commissioner Hultman and Traffic Commissioner Conry may be "on the mat" before Mayor Curley unless they settle their row over traffic conditions, it was indicated today.

The mayor believes it is time that both commissioners got down to business and called a halt to their squabbling, it was learned today from some in close touch with the situation.

The mayor regards both as capable officials, and believes that they will be able to settle the traffic problem without any interference on his part.

If necessary, however, he will take a hand in bringing the matter to a climax.

Police Commissioner Hultman made the following statement replying to the attack on the police department by Traffic Commissioner Conry:

"It is the duty of the traffic commission to establish rules and regulations in regard to traffic. It is the duty of the police department to enforce those rules and regulations. The measure of the efficiency in the enforcement of the traffic rules and regulations is not in the number of convictions obtained and court cases brought. It is as to whether traffic is moving in the city reasonably well under the rules and regulations established.

"I am glad to receive, at all times, the suggestions and complaints of the traffic commission and the public and to see that they are carried out or remedied in so far as reasonably possible by the police.

"One reason for the falling off in the number of court prosecutions for traffic violations is that the public as a whole has co-operated with the police in observing traffic rules and regulations, as it is convincing that everybody is receiving a square deal and that special privileges are not being granted to favored few by the police department.

"One matter which is confusing to police officers in enforcing the traffic rules and regulations is the number of signs carried upon automobiles, public and private, placed there with the evident intention of securing special privileges in regard to parking to which they are not entitled.

"There is no advantage to the public in having a newspaper controversy over the traffic situation at the present time. When the situation becomes serious or important enough it will be properly met."

Two new officers in uniform were busy today patrolling School and Province streets. It was noticeable that there was plenty of vacant spots on Province street, whereas cars have been parked there in large numbers in the past.

The traffic problem remained unsettled today, with both the police commissioner and traffic commissioner at loggerheads.

The break between the two commissioners, it appeared, widened further as a result of the criticism by Conry.

Derne, Pinckney and Mt. Vernon and other streets in the vicinity of the State House where many State House

officials and employees have parked their cars in the past, were banked today with automobiles, and there was conjecture as to whether the lifting of the night parking ban had been misunderstood.

The court records produced by the traffic commissioner showed that from Jan. 1 to April 1, 1931, some 1538 complaints were entered in municipal court for traffic rule violations, while in the same period last year, 3379 complaints were entered.

The traffic commissioner's statement charged that complaint after complaint has been filed with the police department showing illegal parking on the busiest streets of the city and all such complaints have been ignored.

The statement says further that the police commissioner confessed his reluctance to enforce the traffic regulations by his letter of March 26 to the traffic commission in answer to a complaint regarding the continued violations on Province street. Conry says in conclusion: "The inadequate action of the police department may not be an offence, but it must not be pleaded as a privilege or precedent."

Police Commissioner Hultman, at his Beacon street home last night, said he was not interested in reading Traffic Commissioner Conry's attack on his department and that he wished to make no reply to it.

"I refuse to become engaged in any newspaper controversy whatsoever with Mr. Conry," he said.

TRANSCRIPT 4/13/31

Down-Town Parking

Seeking impartial light on the parking controversy, what better source can one find than the committee on traffic control of the Boston Chamber of Commerce? Not long ago this committee issued a statement, summing up recent developments. The new rule for parking on alternate sides of certain streets at different hours of the day, said the committee, has given general satisfaction. Business firms endorse it as a sound regulatory plan. Also the committee found that the revised "no-parking rule in the office-financial section has improved the flow of traffic and it has met with majority approval of business firms situated in the section." But regarding the enforcement of parking rules in general, no such commendation prevailed.

"In fact," this impartial committee said, "we believe that in certain parts of the central business district conditions are far from satisfactory." Here the Chamber makes a statement which squares with the common knowledge, the common opinion, of the whole community. The public constantly sees an astonishing amount of cool violation of parking rules downtown. In view of this, the great body of motorists, we think, comes inevitably to the conclusion that the individuals who persistently ignore the regulations, and seem to "get away with it," must be the recipients of special favor or of some other form of exceptional treatment.

That view, in our opinion, is the condition which Boston can least afford to have prevalent among automobilists in general. No matter what temporary inconvenience a motorist may have in finding a parking space, his irritation on this score is trifling compared to the deeper-running resentment aroused among the great body of motorists by a feeling that the basic situation is not being handled with fairness and in equal justice to all.

Precisely what the best remedy is, it is far from easy to say. The police department may have been well advised, for general reasons of police policy, when it abolished the special parking squad and reassigned the work of tagging over-parked cars to regular route patrolmen. But the fact remains that this order has not as yet provided an adequate substitute for the work done by the special squad. The route men seem to have done very little with their extra assignment, and conditions in some streets are worse than ever before.

Whatever happens, we trust that so enlightened and thorough-going an official as Commissioner Hultman will not now resort to the old standby of bureaucratic officialdom, namely, the ordering of "a big drive," "a wholesale clean-up," bringing about the indiscriminate arrest of hundreds of automobilists. This procedure is, of course, extremely efficient in capturing sensational newspaper headlines, but, as everyone knows, it accomplishes no permanent good. On the contrary, it always does harm, bringing on a reaction which invites worse conditions after the "big raids" than existed before.

The average citizen, we believe, is inclined to view the matter somewhat as follows: Adequate enforcement of the parking rules in a great city is a task of steady, day-in-and-day-out service, requiring on the part of the directing officials intelligence, restraint and basic sincerity of purpose. Boston has today not only an important special Traffic Commission, with a handsome annual appropriation, but also a police department under an able executive, who commands a large staff of officers and presumably every facility that is required for good work in this or any other problem. With such official agencies present, why cannot the two co-operate in a steady, well-considered manner to bring about a steady, well-considered management of the parking situation?

Historic Room Goes First



Mayor Curley, in Room 179 of suite that was used by Calvin Coolidge, starts the wrecking of the Adams House, on site of which will rise the new Paramount-Publix theatre. Left to right: Mayor Curley, Robert T. McNutt, of the wrecking company; G. Ralph Branton, division manager for New England of the Paramount-Publix corporation, and Ralph G. Carpenter, treasurer and director of the Adams House Realty Corporation.

Curley Starts Razing of Old Adams House in Coolidge Room

Mayor, Striking First Blow in Historic 179 to Clear Way for \$2,500,000 Theatre, Asks Fireplace Be Sent to Ex-President

In the suite which was occupied by Calvin Coolidge when he was a member of the Legislature and Governor of Massachusetts, Mayor James M. Curley today struck the first blow in the razing of the historic Adams House, on the site of which a \$2,500,000 theatre will be erected by the Paramount-Publix Corporation.

SAVES FIREPLACE

Before he drove an adze into a wall of room 179, the mayor inspected the suite of two rooms and a bathroom and se-

cured the promise of Robert R. McNutt, head of the wrecking concern which is tearing down the building, that he would preserve the fireplace in the room intact and send it to former President Coolidge with the compliments of the mayor.

"Do you want to start the job here?" asked the mayor, as he swung the adze.

"Yes," replied McNutt.

"It seems criminal to do this in the Coolidge room," the mayor remarked. Then he drove the tool into the wall while news cameras took a visible record of the historic event. Later the mayor was photographed driving the adze into a wall of Room 4 on the second floor, and outside of the hotel he

climbed over the pickets of an iron fence with the aid of a boost by Ralph sign, but gave it up as too tough and dirty a job, and, calling it a day, departed for City Hall.

A group of officials of the Paramount-Publix Corporation and of the Adams House Realty Corporation attended the ceremony and joined with Mayor Curley in posing for photographs. These included Martin A. Mullin, divisional director for New England of Paramount-Publix; Herman A. Mintz, attorney for Paramount-Publix; Ralph G. Carpenter, treasurer and director of the Adams House Realty Corporation, and Wilfred A. Smart, its president.

The razing of the hotel and the erection of the theatre will furnish employment to 300 men and assist in ameliorating unemployment conditions in this city.

The Adams House, now being torn down, was erected in 1883 on the site of a previous Adams House built in 1846. The first hostelry on the site was the Lamb Tavern, a famous guest house in revolutionary days.

The destruction of the present Adams House marks the passing of a building which has sheltered many notables in addition to former President Coolidge. Familiar figures there included Theodore Roosevelt, John L. Sullivan, Denmar Thompson and DeWolfe Hopper. Famous lawyers, widely known horsemen, diplomats, athletic heroes and men and women in many other walks of life were patrons.

TRANSCRIPT

4/13/31

GLOBE 4/13/31

Starts Ruin of Coolidge's Room in Adams House

Curley Swings Pick and Asks That Fireplace Be Shipped to Former President

First displaying his union labor button and then removing his coat, Mayor Curley swung an adze in Room 178, old Adams House, Washington street, at ten o'clock this morning, formally to start the demolition of the structure to make way for the \$2,000,000 Paramount moving picture house. It was the room occupied by former President Calvin Coolidge during a part of his terms as member of the General Court and as governor.

Everybody knows that Mr. Coolidge lived simply during his long public service in Boston. His room at the Adams House cost only \$12 a week at first. It was on the fourth floor, about twenty feet square and containing two windows. An adjoining room, No. 179, was available in case of need. But all rooms in the Adams House were alike to the group that coursed through that ill-smelling, damp and dingy structure today.

Mayor Curley promised last Saturday that he would officially take cognizance of the passing of this historic building, which in its day was one of the most popular hotels in Boston, and likewise officially hail the beginning of the new venture. When he arrived he asked for the Coolidge room. He was escorted to the second floor through error. Robert R. McNutt appeared to be the only person in the group of forty or fifty men who knew that the real room was on the fourth floor.

Then began the tiresome trek up the curving stairways and to the end of the corridor. This room was better lighted and in every respect more livable. It contained the same wall paper and the same fireplace. The mayor, walking over to the mantel, paused for a moment and asked: "I wonder if the President ever leaned on this slab when receiving his guests?" Then turning to Mr. McNutt, he remarked: "I wish you would have this entire fireplace take apart carefully and shipped to President and Mrs. Coolidge with my compliments—please mind, no other fireplace, this one here." Mr. McNutt gave the promise and will personally supervise the work.

Several newspaper photographers and the movie men were on hand to memorialize the scene. The mayor grasped the adze and swung it at the wall in one corner. The first stroke made a dent; the second and third strokes tore off plastering and revealed the lathing and the small timbers. With his adze at rest, the pictures were snapped. "What political history was made here!" the mayor murmured. Mr. McNutt then told him of a characteristic Coolidge story centering in the room when guests were being entertained. It was an old, old story

illustrating the President's frugality. The mayor had heard it time and again, but he accepted it as new.

Then down the stairway the party retraced their steps and into the long-deserted and inky darkness of the old dining room with its heavy mirrors extending to the ceiling and its fluted columns. The old circular clock was still poised high above the orchestra platform, but it had long ceased to function. It had stopped at quarter of three—perhaps on the day the old house was vacated and the rats were invited to have free play. The ladies' waiting room, the trysting place of many thousands of Bostonians, young and old alike, was but a dismal memory. Wrecking implements were piled here and there; water stood two inches deep on the floor. Likewise the foyer, where so many dignitaries of the old days were wont to gather, either for politics, for business or for pleasure, was a scene of desolation. Dirt and broken glass covered the old marble floor. The dampness was intense. The old habitue of the Adams House could not have felt a keener loss if he had stood amid complete destruction.

When the mayor had concluded all the official duty that had originally appealed to him—the visit to the Coolidge room—he was asked to repeat his work of demolition on the outside of the grimy building. Here there was perfect light for the photographers. A crowd of several hundred quickly gathered and traffic along Washington street was impeded. Mounting the doorway steps, the mayor used the adze again on the granite cornices, finally knocking down one of the metal signs which had proclaimed to the public the ladies doorway.

When the official party had departed, the wreckers began their work on the roof. By early summer every vestige of the building will have been removed and the George B. H. Macomber Company of Boston will begin the foundation for the new theater, which will seat 2100 persons.

Suspended Sentence in City Relief Fraud Case

A sentence of three months in the House of Correction, which the court suspended, was imposed this morning on Peter Iacobacci of North Margin street, when he was found guilty of twelve counts of larceny amounting to \$203 from the city welfare department, in connection with alleged false claims for relief. According to authorities, Iacobacci, who has four children, requested financial aid from the city last December. He was subsequently awarded \$15 per week. An investigation of his case, however, revealed that he had balance of more than \$2000 in a Boston bank when he applied for relief.

The terms of the probation ordered by Judge Goode include restitution.

MUST MAKE RESTITUTION

North End Man Guilty of Larceny in Aid Case

Pietro Iococacci, 35, of North Margin st, North End, who was arrested more than a week ago by special officer Fanjoy of Headquarters and officer Joseph Lundy of the Hanover-st Station on a warrant charging him with larceny of \$203 from the city of Boston by false pretenses, was before Judge Francis J. Good this morning in the Municipal Court.

The day after his arrest, when before Judge Joseph T. Zottoli, Iococacci entered a plea of not guilty, but changed it today to guilty. Attorney Hale Power, asst corporation counsel of the city of Boston, appeared for the Government, and Walter V. McCarthy, secretary for the Welfare Department, was in court to testify.

Judge Good was informed that Iococacci obtained the money in a period of little more than three months. Judge Good was also told that the defendant when he was obtaining aid had a book which showed more than \$2000 on deposit in a local bank.

The defendant was asked about this, and the court was told that the defendant claimed this money was not his personal property, but belonged to his children; that they had been given sums of money by relatives and he placed it in the bank in his name for them.

With the understanding that he make complete restitution, Iococacci was given a three months' suspended sentence.

Gov Ely, Mayor Curley and Ex-Gov Allen to Aid in Opening N. L. Season Here

Gov Ely, Mayor Curley and Ex-Gov Allen will take part in the exercises at Braves Field tomorrow afternoon when the National League season will be opened here with the Braves playing the Brooklyn club.

The exercises will begin at 2:45 with a march to the flagpole, after which the three guests of honor will form a battery and batter with the positions to be selected by them. Then the first ball will be thrown out and the 1931 season will be on. The 101st Regiment Band will furnish music.

Much Political History Centered Here



Mayor Curley Starts Ruin of Coolidge's Room

Scene in No. 178, Adams House, Today as Building Wreckers Began Work on Demolition of the Old Hotel Where Calvin Coolidge Lived While Member of the General Court and Governor. Mayor Curley Found the Walls as Firm as a Rock. With Him Are Robert R. McNutt and Ralph J. Carpenter

G. G. A. Asks Probe of Supply Dept.

A demand that the finance commission investigate the city's supply department and the allegation that no annual report for this department has been issued since that of 1923-24 was the response made today by the Good Government Association to the news that the commission is inquiring into the city's purchase of traffic lights.

The association's statement, issued through its executive secretary, S. S. Sheppard, was as follows:

"We note with pleasure that the Finance Commission has taken up our suggestion of a month ago that the award of contracts for traffic signals be looked into. Such contracts have been awarded one firm regardless of whether its bids were low or not—not a healthy situation in a purchasing field where open competition should exist.

"In most of the traffic signal awards in 1930 the City Charter was openly violated in respect to publicity in the City Record concerning awards, bids, and names of bidders. In the last contract of this kind the figures and names of the lower bidders were not given. In a pre-

ceding contract no figures even for the winning firm were given and this explanation given for the award:

"The lowest bid was submitted for the reason that the sub-bidder had submitted a bid that was evidently in error as being too low. The next lowest bid was rejected for failure to conform to specifications. The next lowest bid was rejected for the reason that the sub-bidder had submitted a bid that was evidently in error as being too low—, etc., to the fifth lowest bidder.

"It is well that the Finance Commission is investigating the matter. We trust the public may learn of their findings.

"At the same time it is to be hoped, now that the question is taken up, that an effort will be made to bring other purchases into the competitive field and to insure complete publicity on the city's buying.

"For example, the supply department of the city purchases millions of dollars' worth of supplies and materials every year, yet in violation to the city ordinances no annual report for the department has been published since that of 1923-24. How much does the department buy? What does it buy? (What goods are purchased without advertising for competition? These are vital questions the taxpayer has every right to have answered; they have not been answered in recent years.

"For the sake of economy and open administration, we urge that the report be published this year and numerous classes of supplies and materials be made subject to open competition in the future."

TRAVELER 4/13/31

Here is Mayor Curley's Aphorism for Today

Mayor Curley's aphorism for today:

"Time was when two swallows meant that spring was due; today it may mean death."

CURLEY SORRY AS HE RAINS DOWN BLOWS

Historic Hotel to Give Way to
Magnificent Theater; Not-
ables See Razing Start

A lusty blow by Mayor Curley aimed at the wall of the Governor Calvin Coolidge suite in the Adams House on Washington st., started removal of the famous landmark today.

"I hate to do it," said the mayor as he swung the adz.

"This was a noble structure, but—well, watch out!"

He removed a brick, and then workmen took up the task of razing the building, in whose place a beautiful Paramount sound picture palace to seat 2200 persons will be built.

As a mark of respect to ex-President Coolidge, the work started with Rooms 178-179, which he occupied when Governor, and the big fireplace in the suite will be sent to him with the compliments of the mayor.

DANCING IS "OUT"

From this suite on the fourth floor Mayor Curley led the way to the front of the building. Before a large crowd he removed a sign, "Adams House," signaling the end of an epoch, for this hotel had been woven into the life of Boston for two generations, and for two centuries and more the traveler had been welcomed on that site.

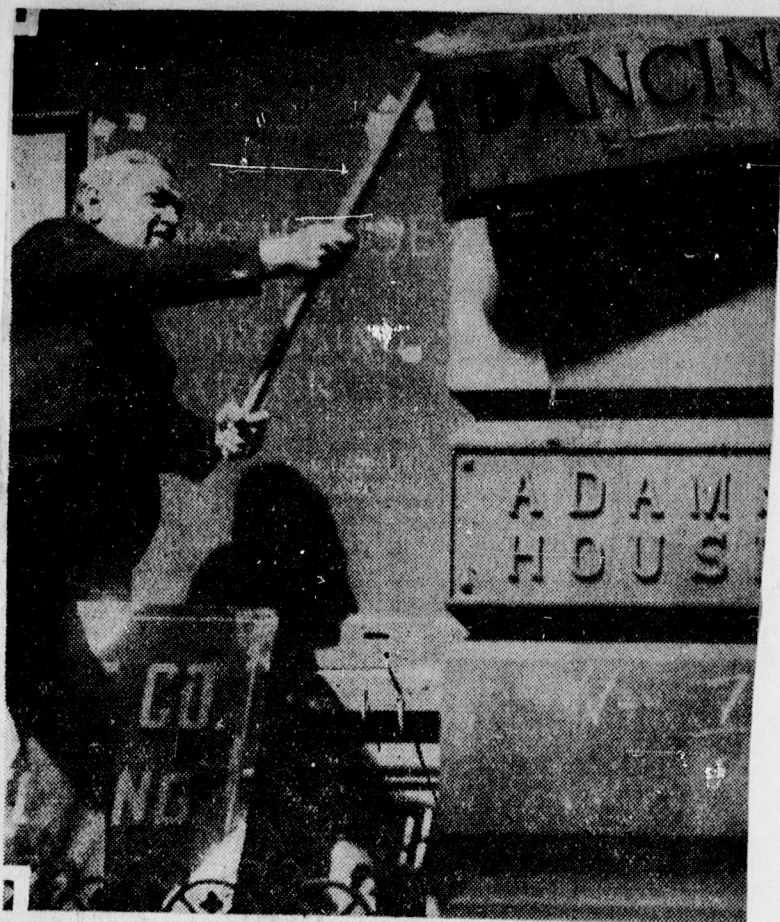
"This seems sacrilegious," said the mayor as he removed the sign. He also removed a sign, "Dancing," which hung on the front of the hotel for years.

The Adams House was closed as a hotel three years ago and has stood as a memorial to the past since then. It was only a question of time before it would be replaced and fate has decreed that entertainment and pleasure shall still hold sway on the historic spot.

THEATER TO BE BEAUTY.

Paramount-Publix officials who took part in the ceremonies announced that the new theater would surpass anything in Boston, both for interior and exterior beauty.

Among those present were G. Ralph Branton, New England division manager for Paramount-Publix; Robert McNutt of the wrecking company; W. A. Smart, president of the Adams House Realty Corp.; Ralph J. Carpenter, one of the owners of the Adams House; Martin Mullen and Thomas Bailey, officials of the motion picture company, and Herman Mintz, attorney.



DANCING TAKES A DROP IN ADAMS HOUSE FALL

Work of razing the old Adams House, one of Boston's famous hotels of a by-gone day, and for many years a rendezvous for politicians, began today. Photo shows Mayor Curley wielding an adz in the first blow to wreck the hostelry. A magnificent Paramount theater will be erected on the site.

TRANSCRIPT 4/12/31

Mayor to Welcome Leo Reisman Here Tomorrow

Leo Reisman, Boston's famous orchestra leader, who in the last year has captured Broadway, will be welcomed to Boston by Mayor James M. Curley when he returns here tomorrow as a guest of Jordan Marsh Company. Mayor Curley will welcome Reisman at 12.15 P. M. at the City Hall.

The former Hotel Brunswick orchestra leader is scheduled to make two personal appearances at Jordan's, the first at eleven o'clock when he will dedicate Jordan's new Victor Record Section and the other at 2.30 P. M., when he will present his Hotel Brunswick Orchestra in the Jordan Auditorium on the ninth floor of the Annex Building in a half-hour musical program.

TWO SWALLOWS MAY MEAN Death, Says Curley, in Spring Thought

Mayor Curley's aphorism for today:

"Time was when two swallows meant that Spring was due; today it may mean death."

G. RALPH BRANTON

RALPH J. CARPENTIER

THOS. BAILEY



MAYOR CURLEY ROBT. R. McNUTT MARTIN MULLEN HERMAN MINTZ
MAYOR AIMS A BLOW IN ROOM WHERE COOLIDGE LIVED

In this room Calvin Coolidge lived while he was governor of Massachusetts. It was the first laid in ruins. Messrs. Branton, Mullen, Bailey and Mintz are Paramount executives.

Mr. McNutt is the wrecker, Mr. Carpenter was one of the owners of the Adams House, and Mr. Smart is head of the Adams House Realty Co. (Staff photos.)

Contract to Lay Waterpipe Awarded

A contract for the laying and re-laying of water pipe in Northern ave., and Sleeper st., South Boston, and in Cushing Hill rd., Dorchester, was awarded to the Roxbury Concrete Construction Co., Inc., at a cost of \$5960 by Mayor Curley today.

Mayor Curley Says:

"Time was when two swallows meant that Spring was due; today it may mean death."

City Charter Openly Violated Says G. G. A.

Charges that the city charter has been "openly violated in respect to publicity in the City Record concerning awards, bids and names of bidders," were made today in a statement by the Good Government Association.

"We note with pleasure," said the statement, signed by S. S. Sheppard, secretary, "that the Finance Commission has taken up our suggestion of a month ago that the award of contracts for traffic signals be looked into.

"Such contracts have been awarded one firm regardless of whether its bids were low or not—not a healthy situation in a purchasing field where open competition should exist."

AN IRON HAT GONE

Mayor Curley ruined one brand new derby Saturday while inspecting the new L st. bathhouse following the dedication exercises there. While strolling about the unfinished building the mayor came to a place where he had to stoop to pass. Unfortunately he raised his head too soon and the derby came down over his ears.